

Canada. Royal Commission on
Pilots

Hearings. 1962

C.D.H. 5-10

817
A
ROYAL COMMISSION

ON

22
PILOTAGE

HEARINGS

HELD AT

ON BOARD
C.D. HOWE
CARAQUET

-10.
VOLUME No.: 5 CDH

DATE:

May 22, 1963

OFFICIAL REPORTERS
ANGUS, STONEHOUSE & CO. LTD.
BOARD OF TRADE BLDG.
11 ADELAIDE ST. W.
TORONTO

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ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE.

PRESENT: HONORABLE YVES BERNIER, J.S.C.

Commissioners:

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

MR. MAURICE JACQUES, Attorney.

ON BOARD S.S. C.D. HOWE, Caraquet,

9:00 P.M.

On the twenty-second day of May, the year
nineteen hundred and sixty three:

MR. MAURICE JACQUES,

Counsel for the Commission:

I wish to file as exhibit 306, chart no.
4427, Chaleurs Bay Eastern part, and as exhibit 307, chart 4439,
Caraquet, Shipegau, and Miscou harbours.

RAYMOND JOSEPH ROY, age 58, being duly
sworn on the Holy Evangelists, doth depose and say:

EXAMINED BY MR. MAURICE JACQUES,

Counsel for the Commission:



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R.J. ROY,
Inquiry,
EX. - 508

1
2
3 Q. You are the secretary to the pilotage
4 commission here in Caraquet?

5 A. That's right, Sir.

6 Q. How long have you been secretary?

7 A. I was appointed in the Fall of 1951; I
8 started to act in the Spring of 1952.

9 Q. Now, do you keep any records of your
10 activities, as secretary?

11 A. I do.

12 Q. Have you brought your records with you?

13 A. I brought, yes, the money and stuff like
14 that, I brought that with the exception of the minutes.

15 Unfortunately, I lost those last Fall
16 getting off a ship, I threw the briefcase to the guy that was
17 in the boat, and he missed it. It was just the minutes, no
18 money or anything like that.

19 Q. Now, would you explain what sort of minutes
20 you kept?

21 A. I only kept the minutes of the meetings that
22 the commission had, if there was any such things as comments,
23 from the captain, I registered those, I wrote that down in a
24 book that I kept for that purpose.

25 Q. Have you lost that second book?

26 A. It was all in the same book.

27 Q. So, it is lost too?

28

29

30



R.J. ROY,
Inquiry,
EX. - 509

A. Yes.

Q. Now, what information did you enter in your minutes?

A. Well, if we had a meeting, what went on in the meeting; I recorded that the same as the secretary is recording minutes of a meeting. That's all.

Q. And how many meetings a year did you have?

A. We had an average of one meeting a year, if anything turned out that had to be dealt with by the commission, I called the chairman, and the chairman called the meeting.

It only happened once that we had to call a meeting in the Summer; we had a trouble with one pilot that is retired now, and he wasn't fulfilling his duties, that we thought. So, we suspended him, I think it was two weeks.

Q. When was that?

A. That was in 1960, I think.....No, it was 1959.

Q. 1959?

A. Yes.

Q. And what was wrong with the pilot?

A. Well, he was intoxicated several times, and he was giving poor service to the ship, so we suspended him for two weeks.

At the end of two weeks, he came back on the job and he done well, he gave a better service and let the liquor



R.J. ROY,
Inquiry,
EX. - 510

alone up until last Fall.

Q. I note from your reports that your present pilots have been appointed in May 1962?

A. That's right.

Q. Have you had any trouble with them so far?

A. Absolutely none; very good, Sir.

Q. Now, Sir, I would like to file as exhibit 308 copy of your annual returns for the years 1959, 1960, 1961 and 1962.

Now, Sir, on your report for 1962 which includes the statement for the previous year, we see that shipping or the number of vessels which have been calling here has decreased since last year. Would that show a trend in shipping, here?

A. Would it what?

Q. Would it show a trend? Would shipping increase or decrease, here?

A. Well, as far as the information I have, I would venture to say that if the wood industry doesn't pick-up, that is, for European shipping, that definitely the tonnage of the port will drop.

Q. Will drop?

A. Yes.

Q. Are you able to say how many ships you expect this year?



R.J. ROY,
Inquiry,
EX. - 511

1
2
3
4 A. As far as I can find out, there was one
5 company, Mrs. John Coughlin, from Tracadie, expected to load
6 only one ship this year.

7 Q. And last year, how many ships did she load?

8 A. She loaded five.

9 Q. And this year, one ship?

10 A. Yes Sir. And the Gloucester Lumber Company
11 in Bathurst expect to put on four or five deck loads; that is,
12 the ship goes in Bathurst for the principal cargo, and there is
13 not sufficient water in Bathurst to allow a deck load, they go
14 out to 20, 21-foot-draft, and they come to Caraquet to put on
15 the deck load.

16 Q. And how many ships did you have like that
17 last year?

18 A. Last year, we got six or seven from the
19 Gloucester Lumber Company.

20 Q. And this year, do you expect so many?

21 A. This year, Gloucester wouldn't have much more
22 than four or five, as far as I can find out from the owners;
23 apparently, they don't know definitely how many ships they will
24 have.

25 Q. So, you foresee a decrease in the number of
26 ships this year?

27 A. Yes, I do, because there is another company
28 that used to ship here, at Caraquet; they won't this year, the
29 Cleveland Lumber Company from New Castle, and a gentleman by the
30



R.J. ROY,
Inquiry,
EX. - 512

name of H.A. Hallisson, from Fredericton.

Q. From where?

A. From Fredericton, New Brunswick. He won't ship anymore, as far as we know at this point.

Q. Well then, will there be enough work to keep your two pilots busy?

A. Well, there is an oil tanker from Irving Oil Company that comes here on an average of about once a month. Then, the Gordon Pew Fisheries...

MR. ROBERT KNOWLTON SMITH,
Commissioner:

Q. The witness has referred to shipments of wood; does he mean pit props, lumber or what kind?

A. Pulpwood and pit props.

Q. Pulpwood and pit props?

A. Yes Sir.

MR. MAURICE JACQUES,
Counsel for the Commission:

Q. What about Gordon Pew?

A. Gordon Pew will probably have two or three shipments of fish to go out.

Those are small boats.

Q. What would be their tonnage?

A. About 375 to 500 tons net.

They are frigidaire ships, they go from.....



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R.J. ROY,
Inquiry,
EX. - 513

1

2

3

I believe they go from Halifax to.....I don't know, their
port is in Halifax.

4

5

Q. Did Gordon Pew have many ships here before?

6

A. No, they started this exporting fish by

7

sea a couple of years ago.

8

It was two years ago, more or less of

9

experimental work, and last year, they put out four or five

10

shipments. That is, this ship goes to Newfoundland, it goes

11

to Nova Scotia, it goes to Magdalen Islands and comes to

12

Caraquet, it picks-up the fish that the company buys, and then

13

it is exported to Gloucester, Massachusetts. That's where

14

their main plant is.

15

Q. Would you know the tonnage of that ship?

16

A. About 500 tons, not much more.

17

Q. Net or gross?

18

A. Net.

19

Q. And the Irving Oil tanker?

20

A. This is 579.

21

Q. Net?

22

A. Net. I don't know what her gross tonnage

23

is.

24

Q. Would you keep your two pilots working next

25

year?

26

A. We did until this season.

27

Q. But next year?

28

29

30



R.J. ROY,
Inquiry,
EX. - 514

1
2
3 A. Next year, no, I can't answer that
4 definitely, but the commission is supposed to have a meeting
5 next week, and one pilot, Mr. Prudent Lantaigne wrote me a
6 letter and asked me for a leave of absence for one year.

7 At present, he has a job, he is captain on
8 a fishing trawler, one of those new ones that they built, for
9 Robin and Jones Company in Paspebiac.

10 Due to the small tonnage of ships expected
11 this year in Caraquet, I was going to recommend to the commissio
12 that we keep just the one pilot, Mr. Denis Lantaigne.

13 Q. Denis Lantaigne?

14 A. Yes, this gentleman here.

15 Q. Now, Sir, there is a pilot boat, here...

16 A. No, we have no pilot boat.

17 The pilots rent a boat. They always had
18 arguments that there wasn't sufficient earning to be divided
19 between two pilots, and also keep a pilot boat in repair, for
20 operation.

21 Q. So, what do they do?

22 A. They hire a fishing boat, something of the
23 type we have this morning to come here, and they pay the boatman
24 and the boat out of their fees.

25 Q. And would you have any knowledge of these
26 fees?

27 A. Yes, I have. We collect the price which is
28 granted to us by the Government, which is \$ 10.00 for the boat
29
30



R.J. ROY,
Inquiry,
EX. - 515

1
2
3 and \$ 5.00 for the boatman; that's \$ 15.00 inward and \$ 15.00
4 outward.

5 Q. And does that cover the price of hire?

6 A. The pilot pays his boatman.

7 Q. And the boatman is satisfied with that?

8 A. He is satisfied; I have never had any
9 complaints from the boatman.

10 Q. Now, do you do the collecting of pilotage
11 dues?

12 A. I do, yes.

13 Q. Do you send invoices to ships?

14 A. Yes.

15 Q. Have you got these invoices with you?

16 A. I have copies here.

17 Those are just copies that I kept for
18 myself, but the other ones were typed out.

19 Q. This is an invoice which is similar to the
20 ones filed yesterday in Bathurst, my Lord; it contains the same
21 information.

22 A. It is the same as Bathurst.

23 Q. And it contains data for pilotage services,
24 inward and outward, the boat fee, boatman's fee, and I see you
25 have a mention: other charges, and on your invoice dated
26 November 9th. 1962, I read as other charges: extra pilot boat
27 \$ 12.00. Would you explain that, please?
28
29
30



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R.J. ROY,
Inquiry,
EX. - 516

1

2

3 A. Yes, there is a heavy Northwest wind blowing
4 which comes in this direction, and the ship is going in, say
5 with an incoming tide, and we know that the boat will have the
6 pilot, so the only alternative we have, the pilot has what we
7 call a line boat, - I don't know if it is the proper name for
8 it, but anyway, it is a small boat that comes out and gets one
9 line from the buoy, and get it in.

10 We charge \$ 10.00 for that boat. That's
11 what the boat invoice says.

12 Furthermore, there is times when tides are
13 not just right, that the boat wishes to go out, and sometimes,
14 the companies are not through with their disbursements.

15 The captain takes his ship out and anchors
16 at the buoy here, and takes the pilot boat, comes back to the
17 port to complete his disbursements with the companies, and his
18 bills of lading, ect...

19 Then, the pilot boat takes him back. Because
20 we have only, I would venture to say, about 20 or 25 minutes
21 with this famous sand bar, right this moment down there, lots
22 of times the ship goes over, and they touch at 20 feet.

23 Q. And what would be the fee for the use of
24 the pilot boat?

25 A. Well, it is left between the captain, and
26 sometimes, they give him \$ 12.00, sometimes \$ 10.00.

27 Q. Now, you collect all these fees?

28

29

30



R.J. ROY,
Inquiry,
EX. - 517

1

2

3

A. I don't collect - I will collect these
extra trips when the company tells me to put it on the bill,
they tell me the cost charges will come out to so much.

6

Q. What do you do with the money?

7

A. That money goes to the pilot boat.

8

Q. But, do you share it?

9

A. Pardon?

10

Q. Do you divide it or put it in the bank?

11

A. No, the whole total of the bill, it goes in
with the rest of the pilotage.

13

Q. It goes in where?

14

A. It goes in the bill with the rest of the
pilotage; then, the amount - I take my 8% which I am allowed.

16

Q. On the total?

17

A. On the total, and I take the balance, divide
it equally and give each pilot his share.

19

Q. What about the boatman and the boat fee?

20

A. The pilots pay their boatmen and pilot fees.

21

Q. You give them that money?

22

A. I give them that money, and they pay their
boatmen.

24

Q. How do you know which pilot entered the ship?

25

A. Pardon?

26

Q. How do you know which pilot entered the ship
and paid the pilot boat?

28

29

30



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TORONTO, ONTARIO

R.J. ROY,
Inquiry,
EX. - 518

1

2

3 A. Well, I tell the pilot to go out and get
4 the boat; I know what pilot went out.

5 Q. And you give him the money for the boat?

6 A. That's right.

7 Q. And the pilotage dues is divided in two,
8 you give one one half, and you give the other pilot one half?

9 A. That's right.

10 Q. Now, do you tell these pilots when they
11 should pilot, or what turn they should take?

12 A. They take their turns equally, they are
13 supposed to take their turns equally.

14 I get a notice from a company that there
15 is a ship going to be at the buoy at a certain hour, certain
16 day. I tell the pilot. If it is Mr. Denis' turn, I tell him.

17 So, they can see the ship from the pier.

18 Q. And he goes out?

19 A. He goes out.

20 Q. And they next ship that comes in, what do
21 you do?

22 A. It is the other pilot's turn, Prudent
23 Lantaigne.

24 Q. Is it the same pilot who takes the ship in
25 and out?

26 A. Yes, or unless sickness or something like
27 that, then we call the other pilot, but as a rule, all the time,
28 the pilot that comes in with the ship, he docks her in and
29 takes her out.

30



R.J. ROY,
Inquiry,
EX. - 519

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Q. He looks after the ship?

A. We don't change, unless something happens, the captain of the ship was dissatisfied with one pilot, we would have to give him the other one, or vice versa.

Q. Has that happened, that the captain was dissatisfied?

A. Only once in my experience.

Q. When?

A. It happened in 1958, I think it was, and the captain, I don't know, he got in an argument with Mr. Gaddus Lantaigue, one of the former pilots.

The captain asked me to give him another pilot, so I gave him Mr. Martin Jiona.

Q. That's the only trouble you had?

A. The only trouble we had.

Q. Since you have been in office, has there been accidents to ships?

A. Yes, one ship grounded here at the dock.

Q. Did she have a pilot aboard?

A. Yes.

Q. She grounded when she was alongside?

A. No, she grounded leaving the dock.

Q. Leaving the dock?

A. Yes.

Q. Do you know what happened?



R.J. ROY,
Inquiry,
EX. - 520

1
2
3 A. The captain told me - the pilot told me at
4 that time that there was a heavy Northwest wind blowing, there
5 was one ship at anchor, and the other ship was leaving, and
6 there was a heavy Northwest wind blowing, and before he could
7 get his speed up from leaving the dock, the ship was grounded
8 from the stern, at the dock, and she was running, her buoy was
9 pointing towards the East, and the buoy swung out, but his stern
10 was still up at the dock, and he put her ahead full speed, and
11 finally, when the rear was coming up, she let go all of a sudden
12 before he could swing her, and the wind brought her in at the
13 lower end of the dock, I would say about 500 to 600 yards,
14 roughly, he went on a sort of sand bar that was there.

15 Q. When was that?

16 A. That was in 1960.

17 Q. In 1960?

18 A. Yes.

19 Q. What month?

20 A. In the month of December.

21 Q. The month of December?

22 A. I think it was the 4th. of December; very
23 late in the Fall.

24 Q. Were you not down there that particular day?

25 A. Yes, I was.

26 Q. What did you think of the wind?

27 A. I was at the dock when the ship left.
28
29
30



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R.J. ROY,
Inquiry,
EX. - 521

1

2

3

Q. You saw that happen?

4

A. Yes, I saw it happen.

5

Q. Was it a windy day?

6

A. Blowing very hard.

7

Q. By the way, is your port open the year-round?

8

A. No.

9

Q. When does it close?

10

A. It closes, last year, the last ship that

11

came in was the second of December. It loaded wood for Mr.

12

Camille Lacroix, Matapedia Pulp, Quebec.

13

Q. And when did it open this year?

14

A. The first ship we had came in about two

15

weeks ago, a Irving Oil tanker came in about two weeks ago and

16

discharged oil, there.

17

Q. Now, is your port ice-bound completely?

18

A. Oh yes, all this in behind that island,

19

there is all ice there.

20

21

THE PRESIDENT:

22

Q. When you are talking about "the island" is

23

it Ship Island?

24

A. No, Caraque Island. It is ice-bound to

25

about the Eastern end of the Island, as far as I know.

26

MR. MAURICE JACQUES,

27

Counsel for the Commission:

28

29

30



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TORONTO, ONTARIO

R.J. ROY,
Inquiry,
EX. - 522

1

2

3 Q. Was there much damage done to that ship?

4 A. No damage done at all.

5 Q. Do you know if your pilots take ships in
6 Shippigan and Miscou?

7 A. Pardon?

8 Q. If your pilots take ships in to Shippigan
9 and Miscou?

10 A. Well, there is a gentleman there, in
11 Shippigan, as far as I know, he takes ships into Shippigan, but
12 apparently there is no commission in Shippigan and it has been
13 reported that this man who has taken ships in Shippigan is not
14 a licenced pilot.

15 Q. That's quite possible, Sir.

16 A. I am just talking from hearsay. I am just
17 answering that question from hearsay, because he had trouble
18 here, a couple of years ago, and he wanted me to write to Ottawa,
19 and I said I have nothing to do with Shippigan, I am not writing
20 to Ottawa about the ship he grounded in Shippigan.

21 Q. He grounded a ship?

22 A. Yes.

23 Q. What would be the size of the ships pulling
24 in here in Caraquet?

25 A. In Caraquet?

26 Q. Yes?

27 A. Well, the tonnage, there is a variation of
28 tonnage, 1603 net tonnage, 326, that's a ship that came in for
29
30



R.J. ROY,
Inquiry,
EX. - 523

1
2
3 Gordon Pew, then we have another one here the Great Hope 1,454
4 net tonnage, 1,316, 1,269.....I would say: From a thousand on.

5
6 MR. ROBERT KNOWLTON SMITH,
7 Commissioner:

8 Q. Do they all take pilots?

9 A. Yes Sir.

10 Q. Without exception?

11 A. Yes Sir.

12 MR. MAURICE JACQUES,
13 Counsel for the Commission:

14 Q. Do you have ships that come in without
15 pilots?

16 A. Very seldom; it happens sometimes the
17 very small boats under 200 tons, I would call them ships.....

18 Q. What types? Fishermen?

19 A. There was one of that, one came in here a
20 couple of years ago without a pilot, she came in for fish. I
21 think it was the Blue Cloud, this is only.....The Blue Trader,
22 327 tons.

23 Q. She came in without a pilot?

24 A. She came in once without a pilot. She comes
25 in here often, she knows the port pretty well.

26
27 MR. ROBERT KNOWLTON SMITH,
28 Commissioner:



R.J. ROY,
Inquiry,
EX. - 524

1
2
3 Q. Just a fishing boat?

4 A. Yes. We have an argument with him that
5 coastal traders are not supposed to pay pilotage, but I wrote
6 to Ottawa that they came in here, and they wrote back: It is
7 true that they work the coasts until they get to Gaspé, but then
8 they ship to Gloucester, Massachussetts where she classifies
9 more or less like a foreign country, it is outside Canada, I
10 charge them pilotage.

11
12 MR. MAURICE JACQUES,

13 Counsel for the Commission:

14 Q. Did you succeed in collecting?

15 A. Yes.

16 MR. ROBERT KNOWLTON SMITH,

17 Commissioner:

18 Q. I would like to ask this question, my
19 Lord: This ship which docks here for fish, you collect pilotage
20 on that ship?

21 A. Yes Sir.

22 Q. Isn't that ship exempt under the Law?

23 A. Not as far as the information I got from
24 Ottawa.

25 Q. Now, correct me if I am wrong, I thought the
26 coasting exemption applied down as far as New York?

27
28 MR. MAURICE JACQUES,

29 Counsel for the Commission:
30



R.J. ROY,
Inquiry,
EX. - 525

1
2
3 It applies to steamships listed in any
4 port of Her Majesty's domain.

5 Where is she registered?

6 A. She is registered in Halifax.

7 Q. Registered in Halifax?

8 A. Yes.

9
10 THE PRESIDENT:

11 I think we have the information now. We
12 are not here to settle problems, so I think we should carry on,
13 and you may get together with Mr. Roy after that to discuss the
14 point of Law.

15 MR. MAURICE JACQUES,

16 Counsel for the Commission:

17 I have the answer here: There are no
18 special exemptions in the by-law, only the exemptions granted
19 by the Law, and under the Law, this ship would be exempt.

20
21 MR. ROBERT KNOWLTON SMITH,

22 Commissioner:

23 And they charge the dues?

24 MR. MAURICE JACQUES,

25 Counsel for the Commission:

26 They charge the dues.

27
28 MR. ROBERT KNOWLTON SMITH,

29 Commissioner:
30



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R.J. ROY,
Inquiry,
EX. - 526

1
2
3 Which is wrong.

4
5 MR. MAURICE JACQUES,

6 Counsel for the Commission:

7 Q. How many trips would she make here in a
8 year?

9 A. She probably makes only one trip a year.

10 There is probably another one.....There is
11 the Blue Trader.....There is the Drangard Horn, this is 512 tons
12 net.

13 Those were the only two.

14 Q. Do they take pilots?

15 A. Yes.

16 Q. They do?

17 A. Yes. The Hugo Nelson, 827 tons net.

18 Q. She takes a pilot?

19 A. They all take pilots, except the Blue
20 Trader didn't take the pilot outward.

21 Q. Did she pay pilotage for that service?

22 A. No, she didn't pay outgoing; I only billed
23 her for inward, and he said he preferred going out alone.

24 Q. Did she take a pilot going in?

25 A. Yes Sir.

26 Q. And she now takes a pilot?

27 A. Yes Sir.

28 Q. And she pays dues?
29
30



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TORONTO, ONTARIO

R.J. ROY,
Inquiry,
EX. - 527

1
2
3 A. Yes Sir.

4
5 THE PRESIDENT:

6 Q. So, there is no problem; even a ship of her
7 type, if she takes a pilot, she is obliged to pay for the
8 services?

9 A. Yes Sir.

10 MR. MAURICE JACQUES,

11 Counsel for the Commission:

12 Q. Now, who has decided that the money collected
13 from the pilotage be divided equally among the pilots?

14 A. It was the customs when I took over the job;
15 the commission let it stand at that.

16 Q. Do you have any welfare scheme or pension
17 fund, here?

18 A. No Sir.

19 Q. None of that?

20 A. No Sir.

21 Q. Do you know if the pilots do anything else
22 apart from piloting?

23 A. Yes, they have got to do some part-time
24 work, because this is not sufficient wages from the pilotage,
25 in this port, to keep a man and a wife and four or five children

26 Mr. Denis Lantaigne, last Summer, worked at
27 a fish shop down here.

28

29

30



R.J. ROY,
Inquiry,
EX. - 528

1
2
3 Q. Are they always available for pilotage?

4 A. Yes Sir, if one of them wishes to leave
5 town or anything, he advises me.

6 Q. When they leave town like that, when they
7 go away for any period of time, do they share in the earnings?

8 A. Yes.

9 Q. They do?

10 A. Yes.

11 Q. Now, you took on two pilots in May 1962.

12 Would you tell us how you proceeded to choose your pilots?

13 A. Well, the commission met, and we had three
14 applications, we had Mr. Denis Lantaigne's application, Mr.
15 Bertrand Lantaigne's application and Mr. Victor Lantaigne's
16 application.

17 So, we decided, with the experience of the
18 men, that we would send Mr. Bertrand Lantaigne and Mr. Denis
19 Lantaigne to the captain that was giving courses in navigation
20 at the Fisheries School in Caraquet, here, to pass their
21 examination.

22 He gave, I don't remember his name right
23 off, he was from Quebec, but anyway, he was a qualified captain
24 as far as I know.

25 And he, as we say, had Mr. Denis Lantaigne
26 and Mr. Bertrand Lantaigne go through their paces as pilots,
27 and he wrote me a report that the men were qualified to take
28 ships into port and out of port.
29
30



R.J. ROY,
Inquiry,
EX. - 529

MR. ROBERT KNOWLTON SMITH,

Commissioner:

Q. Under the by-laws, speaking from memory,
I think they read that they appear before the Board of
Examiners, and they must establish proof of their qualifications?

A. Yes.

Q. Now, what is the proof of their qualification
- I know local knowledge and that, but what else? Any ticket?

A. Well, Mr. Denis Lantaigne, here, the
information that we had, he was at sea for quite a few years,
I think, during the war, in the Merchant Marine, I believe, he
was brought up in Caraquet, here, he had experienced fishing
all around this shore, he knew the channels very well, and the
reefs, ect...

Mr. Bertrand Lantaigne, he was a man that
fished all his life along the shore here, and I think he returned
soldier, he was overseas, and he had a general knowledge of
fishing and boats, manoeuvring boats and vessels and stuff.

Q. What about the examination? What is the
test there?

A. Before my time, I don't know how they done
it, but now, we took the stand that we would send these pilots
before a captain, a qualified captain and have him take an
examination and get the report from the captain.

That's the only thing we can do. Personally,
I am not experienced in navigation, I can't examine a man.



R.J. ROY,
Inquiry,
EX. - 530

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The next best thing we can do is send them before a qualified captain and pass a sort of examination, oral and paper.

Q. Did you select a board of examiners with the captain and the chairman?

A. Yes.

MR. MAURICE JACQUES,
Counsel for the Commission:

Q. Did you in fact select the board of examiners?

A. Pardon?

Q. Did you in fact select the board of examiners?

A. No, that is, we selected, we asked this captain if he would examine these two gentlemen.

Q. He did and he reported?

A. Yes, he examined them, they went to the Fisheries School, I am not sure, I think it was two or three nights, probably, Mr. Denis Lantaigne can tell you more about that, I don't know how many nights they went up there, I know they went.

Q. Did you require any letter of recommendation from anyone before you accepted them?

A. We had a.....I had a letter of recommendation from Gloucester Lumber Company concerning Mr Bertrand Lantaigne.



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TORONTO, ONTARIO

R.J. ROY,
Inquiry,
EX. - 531

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3 Q. Yes?

4 A. Recommended as a pilot.

5 We had a letter from Mr. Haché which was
6 manager of the Irving Oil, concerning Mr. Denis Lantaigne.

7 So, those were the only two applicants
8 that had any recommendations from any company on this shore.

9 Q. What about the third applicant? Why didn't
10 you send him along with the other two?

11 A. Well, according to the experience on the
12 boat with Mr. Giasson and Mr. Jiona, they didn't feel that he
13 had the qualifications even to go for the examination.

14 Very little experience at fishing, very
15 little experience on shore work, along the shore.

16 All these things were considered - that's
17 what they told me, I don't know the gentleman at all.

18 Q. Now, had you advertised the jobs in the
19 newspapers?

20 A. No, we did not, we didn't advertise.

21 Q. Did you get in touch with these two pilots
22 and asked them to apply?

23 A. Yes, we asked them, that is, word was round
24 that we were hiring two new pilots - there was only the port of
25 Caraquet, here, and Grande Anse, St-Simon, that's around the
26 district; it was probably an error on our part, we should have
27 advertised in the paper.

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R.J. ROY,
Inquiry,
EX. - 532

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I learned that later on; I didn't know,

Sir, at the time.

Q. Why do you think it was an error?

A. I think it was an error, I think when there is a job coming up like that - this is just my personal observation - when a job comes on like that, everybody should have a chance, if they feel they are qualified, to apply for the job.

Q. Now, this captain at the Fisheries School, was he paid for the services he rendered?

A. No. I asked him if there was any charge, and he said: No, it is o.k.

Q. Is anything charged to the applicants to become pilots?

A.

Q. Do you charge any fee?

A. Yes, \$ 5.00 a year.

Q. \$ 5.00 a year?

A. \$ 5.00 for their licence, I mean.

Q. That's the only money they have to pay?

A. That's all.

MR. ROBERT KNOWLTON SMITH,

Commissioner:

Q. While Mr. Jacques is looking up his notes, you mentioned the export in here, wood and wood products, and, I suppose, fish.



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R.J. ROY,
Inquiry,
EX. - 533

1
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3 Now, petroleum comes in, and what else
4 comes in and what else goes out? Have you covered everything?

5 A. Yes Sir, pit wood, pulpwood, fish, petroleum

6 Q. And petroleum?

7 A. Yes Sir.

8 Q. Is there any lobster fishing down here?

9 A. Yes Sir.

10 Q. Any lobster exported from here?

11 A. No Sir, not by sea.

12 Q. Not by sea?

13 A. Exported by truck and transport.

14 Q. Now, while I am at it, I would like to
15 correct myself to straighten out the record, so far as that
16 fishing ship, I think, the Blue Trader, was it?

17 A. The Blue Trader, yes.

18 Q. What was her tonnage?

19 A.

20 Q. It doesn't matter. She is small?

21 A. Yes, around 500.

22 Q. Do I understand that she came in and did
23 not engage a pilot? Correct me if I am wrong?

24 A. She engaged the pilot inward bound, but
25 she went out without a pilot.

26 Q. She went out without a pilot, but you charged
27 the outward fee?

28 A. No.

29

30



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TORONTO, ONTARIO

R.J. ROY,
Inquiry,
EX. - 534

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3 Q. You didn't charge it?

4 A. No Sir, I just charged him for the inward
5 service.

6 Q. But she had a pilot?

7 A. Yes.

8 Q. What I said wasn't correct, I misunderstood
9 you, I thought you were charging a ship for pilotage dues
10 without her taking a pilot?

11 A. No.

12 Q. That is not correct. I just want to
13 straighten the record out, my Lord, in connection with the
14 remark that I made that the policy was wrong?

15 A. Absolutely.

16 Q. In the circumstances, it was not wrong?

17 A. No.

18

19 THE PRESIDENT:

20 Q. With regards to exports, to finish the
21 picture, we spoke of lobster, but from the name of your place,
22 I think you have oysters?

23 A. Yes.

24 Q. Are they shipped by rail or by sea?

25 A. No, those are shipped by truck.

26 Q. Just another question to what was said
27 before with regard to the pilots, I see they were both hired
28 between 1961 and 1962. Would you please tell us the reason?

29

30



R.J. ROY,
Inquiry,
EX. - 535

1 I think it is quite obvious, but I want you to say it?

2
3 A. It was their age. We were advised by the
4 Department of Transport that we couldn't keep Mr. Jiona, and
5 we thought Mr. Gaddus Lantaigne was pretty well up in years, he
6 was over 67.
7

8 We felt it was better to put on two younger
9 men.
10

11 MR. MAURICE JACQUES,

12 Counsel for the Commission:

13 Q. Now, who held the examination for the
14 eyesight and hearing of your apprentice pilots?

15 A. Dr. Leboutillier in Caraquet.

16 Q. Before you issued a licence to these two
17 pilots, did they make any trips inward and outward in Caraquet,
18 on large ships?

19 A. Not to my knowledge.....Now well, wait a
20 minute.....Mr. Denis Lantaigne, I think, brought in a boat, yes,
21 Mr. Denis Lantaigne brought in a Irving Oil boat, the Sea Conch,
22 I think it was, the year before, 1961.

23 Q. And the other one?

24 A. I wasn't here.

25 The boat came in very late in the Fall, I
26 wasn't here at the time, and I just learned exactly what happened
27 there, but they called Mr. Denis Lantaigne, I think, Gaddus
28 Lantaigne, in fact the port was practically closed, there was
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R.J. ROY,
Inquiry,
EX. - 536

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3 no more ships, and this tanker came in very late, and they
4 wanted to unload oil at all costs.

5 So, the pilots were out, one pilot was in
6 Montreal, and the other fellow was sick, so they called on....
7 if I am not mistaken, I think it was Mr. Haché that called, the
8 manager of Irving Oil in Bathurst called for Mr. Denis Lantaigne
9 through information that he had got from seamen.

10 Q. We can ask Mr. Denis Lantaigne about that?

11 A. He will explain that more to you.

12 Q. Now, Sir, one last point: I am instructed
13 that in 1961, there were several complaints?

14 A. There was what?

15 Q. Several complaints as regards pilotage here,
16 that someone had requested an inquiry from the Department of
17 Transport?

18 A. Yes Sir.

19 Q. Would you explain that to the Commission?

20 A. That was sent in, I believe, by the Chamber
21 of Commerce, here.

22 Q. Yes?

23 A. And they asked us to go before the Chamber
24 of Commerce in Caraquet, the commission, Mr. Glasson, Mr. Jiona
25 and myself.

26 We asked them what complaints they had, and
27 they complained that there was poor service from the pilots, and
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TORONTO, ONTARIO

R.J. ROY,
Inquiry,
EX. - 537

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3 I asked them which pilots, and they only had this one pilot

4 So, I explained to them the best way I
5 could the services that the pilots were supposed to give, and
6 they were apparently satisfied after I gave them the explanation
7 and I pointed out to them that unfortunately, many times when
8 there was a pilot bringing in a ship, there was more pilots on
9 the dock than there were on the ship.

10 We came to the conclusion that there was a
11 little bit of politics mixed-up in it, at that time.

12 Q. Without mentioning the names of any party
13 or any names, would you explain this play of politics? How
14 does it affect pilotage?

15 A. Well, Sir, you know, I think that you
16 gentlemen have the experience, at least, we feel it down here;
17 every time the Government changes, they want new pilots, a new
18 harbour master, and everyone is looking for a job.

19 Q. Who is "they"?

20 A. Everybody in general.

21 You take, down in this section, the large
22 number of unemployment throughout the province, and specially
23 at Caraquet, when the Government changes, all these guys that
24 work for the politicians, they expect something. one fellow
25 wants a job as pilot, another fellow wants a job as harbour
26 master, and they go after that job.

27 That's the trouble that we have.
28
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R.J. ROY,
Inquiry,
EX. - 538

1
2
3 They want to know when we are going to
4 change the pilots, several guys asked me when we are going to
5 change the pilots.

6 I said: "We are not going to change them
7 at all, these men are giving us good service, why should we
8 change them". That's the way I look at it.

9
10
11
12 AND FURTHER DEPONENT SAITH NOT.

13
14
15
16 I, the undersigned, Court Reporter,
17 hereby certify that the above evidence
18 is a true transcript of my shorthand
19 notes.

20
21 G. OSCAR BOISJOLY,
Court Reporter.
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ROYAL COMMISSION ON PILOTAGE

PRESENT: HONOURABLE YVES BERNIER, J.S.C.

COMMISSIONERS:

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

MR. MAURICE JACQUES, Attorney

ON BOARD S.S. C.D. HOWE, Caraquet, 9:00 a.m.

The twenty-second day of May, the year nineteen hundred and sixty-three.

DENIS LANTAIGNE, 49, duly sworn on the Holy Bible, doth depose and say:

EXAMINED BY MR. MAURICE JACQUES,
Counsel for the Commission:

Q. You are a pilot here?

A. A pilot, yes.

Q. What do you do besides being a pilot?

P. 540 A. Well, I work in the fish shop. -/- I think I'll go in for coastal fishing here this year.

Q. At the same time as being a pilot?

A. Yes.

Q. Now, you have been a pilot since May 1962?

A. May 1962, that's right, yes.

Q. And what pilotage experience did you have in Caraquet before you became a pilot?

A. I had no pilotage experience, but I had enough, I

P. 540 always fished here in Caraquet, I knew the harbour well, all
Contd. the buoys, about everything required to bring a ship in.

Q. Now, what do you have in the line of buoys and range lights at Caraquet to bring in a vessel?

A. . . . here, the 17 G, the first.

Q. The buoy . . .

A. 17 G. After that, the 18 G.

Q. I do not want you to read on the chart. At the 17 G, is this where you meet the vessels?

A. That's where we get the ship, we go and throw the
P. 541 anchor, say, some -/- "advance a little closer to the entrance".

When the ship is there, "we move nearer to the fairway", the 18 G.

Q. Then you bring in the vessel?

A. After that, yes, we follow the line.

Q. You follow the channel line on the range lights?

A. On the range lights.

Q. Is there a current as you enter?

A. Quite a lot of current.

Q. About how strong, approximately?

A. I would say about three knots.

Q. Three knots. Has that ever been measured?

A. I do not think so; it is only a rough guess of mine.

Q. In what direction does it flow, this current?

A. Well, the current runs roughly eastward, and I would say, when it goes out, here, we call it ebbing of the tide.

Q. Ebb tide?

- P. 541
Contd.
- A. After that, westward, when the sea rises.
- Q. Is this regular?
- A. It is regular, every day.
- P. 542
- Q. And the wind, does it also affect the -/- current?
- A. The wind, well, yes, it depends on the wind; the stronger the wind, such as the north-west, the current is somewhat stronger.
- Q. Now, is it dangerous to bring a ship into the Caraquet channel with a current?
- A. No, it is not too dangerous.
- Q. Is there much water there?
- A. Yes, there is a fair amount of water, except going up here . . .
- Q. "Inside the island"?
- A. "Inside the island".
- Q. There is less water, there?
- A. There is less water there.
- Q. Now, what is the average draught of the vessels that come here?
- A. For vessels, well, 21 . . . 21 feet, coming in, 22; we took one out of 23, 23.6 last year.
- Q. Now, the channel to come in at Caraquet, how much water is there at low tide?
- P. 543
- A. Low tide, 18 feet, ~~7~~-some places 18 feet.
- Q. But elsewhere?
- A. Other places, 23, 20. That's at low tide. 24, 27, it depends.
- Q. Do you take those vessels out at low tide also?
- A. No.

P. 543
Contd.

Q. You wait for high tide?

A. We wait for high tide.

Q. Now, you said that there was 18 feet of water at one place? Will you show me where on the chart?

A. Here at the 66 G, I think that is the place.

THE PRESIDENT:

Q. There is a buoy there?

A. Yes, there is a light-buoy.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. So, what is there at buoy 66 G indicated on chart 4439?

A. Between 66 and 67, about the middle; there is something like a sand bar, a sand bank; we pass over it; it comes from Caraquet island.

P. 544

Q. And it isn't dredged?

A. It has never been dredged that I recall.

Q. Why isn't it dredged?

A. I'd like to know.

Q. Has it ever been asked, to have it dredged?

A. Yes, engineers came last year to take soundings in front, all over, last spring; they were told to go there and take soundings.

Q. To go there and take measurements. And did they go?

A. Of course they went.

Q. And there was nothing new?

A. We did not get any report.

Q. Do you yourself take soundings in the port?

P. 544
Contd.

A. I did take a few last summer, but not many.

Q. Why?

A. . . .

Q. Why do you take such soundings?

P. 545

A. Well, just to get an idea. -/- I thought that perhaps the sandbank was more troublesome on the south or more to the north. I wanted to have an idea in case I took out a deep-draught ship.

Q. Except for that sand-bank, are there other places where it is dangerous to pass in a ship?

A. No.

Q. And the channel: does it change with the years?

A. I do not think so, it does not change much.

Q. It does not change much?

A. Just that place, the small sand-bank between buoys 66 and 67.

Q. Now, the buoys and range lights: are they satisfactory? Have you a sufficient number?

A. Yes, it is satisfactory.

Q. Are your range lights lit at night?

A. They are lit.

Q. Do you bring in ships at night?

A. It happened once last year.

Q. It happened once?

A. Yes.

P. 546

Q. Why?

A. To go out.

Q. To go out?

A. Because it had a deep-water draught, and it listed

P. 546 some; it had a list of some degrees . . . the captain said
Contd. it must have been drawing over 23 feet of water.

As the tide rose higher at night, I took it out at night.

Q. You do not work at night?

A. I do not work at night?

A. Yes.

A. No, I do not work at night.

Q. You do not pilot at night?

A. No.

Q. Why?

A. The channel is too crooked; if it were straight, it would be all right.

Q. But you have buoys?

A. Yes, but not . . . some buoys are not lit; if they were light-buoys, it would be all right.

Q. Most of the buoys marked on the chart are light buoys?

A. Yes.

Q. And you do not bring any vessels at night?

A. A. No, we have never brought any in.

P. 547 Q. Now, do you moor the vessels yourself?

A. Yes.

Q. What do you do on the ship's bridge? You tell me that?

A. Well, if an anchor has to be cast, I give orders to that effect to secure the ship; it depends on the current.

Q. Whom do you say that to?

A. To the captain.

P. 547
Contd.

Q. When you board the ship at the buoy out at sea, what do you do on the bridge just after you come on board?

A. I guide the ship in.

Q. And how do you guide the vessel?

A. Well, I say: "Port" or "Starboard" or . . .

Q. Do you also control the speed?

A. The speed.

Q. Whom do you tell?

A. I tell the captain.

Q. And the captain, what does he do?

A. The captain tells the second in command there, or he sees to it himself. To steer the ship, I tell the wheelsman there.

P. 548 Q. You tell the wheelsman?

A. Yes.

Q. And when you reach the dock, do you tell when and where to cast off the ropes?

A. Yes.

Q. And the captain: what does he do during that time?

A. Well, he stays there in case. I don't think we're supposed to moor the ship; we have no business to do so, but it is very difficult sometimes to berth a ship in a strong wind.

Q. Do you sometimes use your pilot boat to bring the ropes on land?

A. Sometimes after that, to tie up, with men who are not too reliable.

THE PRESIDENT:

Am I to understand that he does not berth the vessels?

P. 548
Contd.

MR. MAURICE JACQUES,

For the Commission:

Yes, he berths the vessels.

THE PRESIDENT:

The pilot berths the vessels?

P. 549

MR. MAURICE JACQUES,

Counsel for the Commission:

The pilot berths the vessels. He says it is difficult to moor some of the vessels.

Q. Now, where do you berth the vessels?

A. "Young Wharf", here; here, Young's wharf.

Q. Do you moor them inside?

A. No, not inside.

Q. Outside?

A. Outside.

Q. Now, at the dock-head or dock-side?

A. At the dock-head.

Q. At the dock-head?

A. Yes.

Q. And the prow of the ship, does it point toward the sea or inland?

A. . . .

Q. Inside the bay?

A. Inside, well, that depends; there's the current . . . we are bringing in a ship; if the current is strong at the entrance, on the west side, we swing it around on the anchor and the prow is then on the east side, because the dock is east-west.

Q. You set the prow in the current?

P. 550

Q. Now, have you had accidents since you became a

A. No, none.

Q. You have had no accidents?

A. No.

Q. Now, you have heard Mr. Roy's evidence. He said

A. Yes, only one: the Sea Conch Irving.

Q. How did that happen?

A. There was a ship at the dock; there was another at

The pilot was on board and the other pilot was sick, and

Well, it took him four hours to unload, and the other

P. 551¹ ship. -/- I think it was a Norwegian ship.

Q. Where was the Norwegian ship?

A. She was lying at anchor.

Q. Where?

A. Here, at the entrance.

Q. You went?

A. Yes.

Q. You did not have too much trouble?

P. 551
Contd.

A. No, I had no trouble.

Q. Was it the first time that you handled such a large ship?

A. Yes.

Q. You had no trouble?

A. No.

Q. Is it as easy to berth a large ship like that as a small fishing vessel?

A. No, it's not as easy.

Q. What's the difference between the two?

A. Well, it doesn't turn as fast to begin with, at the dock, and it's more difficult . . . I do not know how to explain this; but it's more . . . one has to be careful not to come too close to the dock and bump it, damaging the ship.

There are several considerations.

P. 552 Q. Now, when you piloted this -/- first vessel, were you paid for it?

A. Yes.

Q. What is the most busy month here from the stand-point of pilotage?

A. It is hard to . . .

Q. I understand that you have been a pilot since May 1962?

A. Yes.

Q. You cannot speak with certainty about that happened long before this?

A. . . .

Q. Now, the masters of the vessels which you pilot: do you give them presents?

P. 552
Contd.

A. Do I give them presents?

Q. Yes.

A. No, never.

Q. Have you been asked for some?

A. No, never.

Q. Never?

A. Never.

Q. Sure, sure?

A. Sure, sure.

Q. Now, you have heard Mr. Roy's evidence - you understand English?

A. Yes, I understand English.

P. 553 Q. Is there anything concerning pilotage that we have forgotten to say?

A. I don't think so, that's about all so far as I know.

Q. So far as you know?

A. Yes.

Q. Now, is there anything you wish to say about pilotage? Have you any suggestions, recommendations, anything, don't be shy.

A. There is a buoy here, buoy 17 G; it's a buoy, I have had reports, several reports that we passed with captains, it is a buoy with reflectors for radar, and the buoy falls on the side, the reflector falls into the water. It does not stand up.

Q. Did you report this to the Department?

A. Yes, I reported it to the Department this winter.

Q. This winter?

P. 553 A. Yes. They came, they sent pieces of iron weighing
Contd. 300 lbs. each, 900 lbs., and they placed them over it, but
it falls on its side anyhow.

That buoy just won't stand up.

Q. Have you any other recommendations?

P. 554 A. No, I don't think so.

THE PRESIDENT:

Q. A little dredging would help?

A. Yes, a little dredging, and after that not just a
little.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. How long does it take you to bring a vessel in,
counting from the moment you embark until you disembark, the
vessel having reached the dock?

A. Two hours, to berth, it depends; I'll bring it in
at half-speed, as we call it, sometimes half-full speed for
a distance, then when I get to difficult corners . . . it
depends on the current, the current and the wind; when I
secure it over there, I have to swing it around; I cannot say
exactly, but it often takes two hours.

Q. It takes two hours?

A. Two hours.

Q. How long does it take you by boat to meet the
vessel?

A. It takes one hour.

Q. And to take the vessel out, from the time you
P. 555 embark and start to -/- cast off the ropes: how long does
it take?

P. 555
Contd.

A. About two hours, an hour-and-a-half, an hour-and-three-quarters, two hours; I cannot say exactly.

Q. Now, how many vessels can you berth alongside here at the same time?

A. Only one.

Q. Only one?

A. Yes.

Q. Can the vessel anchor inside?

A. Yes.

Q. There is plenty of room?

A. There's enough room.

THE PRESIDENT:

Q. How high is the tide here?

A. Six feet; it depends on the spring tides.

Q. What is the highest you have?

A. The highest is five feet.

Q. Five or six feet?

A. Yes.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. Do you use radar to enter here?

P. 556

A. A few use radar, yes.

Q. But yourself, do you use radar on board the vessel?

A. I do not know enough about it.

Q. Pardon?

A. I do not know enough about it to use radar.

Q. Your course, when you come in, do you give it by the compass or do you guide yourself by the buoys?

A. I guide myself by the buoys and the channel irons I have on land.

- P. 556
Contd.
- Q. On land?
- A. On land, yes.
- Q. Shippegan . . . do you know it?
- A. A little.
- Q. Have you ever been there?
- A. Yes.
- Q. How did you get there?
- A. I went by boat.
- Q. What kind of boat?
- A. By fishing boat, and the Sea Conch; twice on the Sea Conch.
- Q. When was this?
- A. I was there this spring, two weeks ago.
- P. 557
- Q. As pilot on board?
- A. No, I took the ship out here, as far as the buoys, and entered with the other pilot.
- Q. There was another pilot over there?
- A. Mr. Duguay, yes.
- Q. Mr. Duguay?
- A. Yes.
- Q. Do you know him personally?
- A. Yes.
- Q. About how old is he?
- A. 75, I believe.
- Q. 75 years?
- A. Yes.
- Q. Have you known him a long time?
- A. Oh, several years.
- Q. And has he long been a pilot at Shippegan?

P. 557 A. I could not say. I knew him as a fisherman my-
Contd. self, while he was fishing, engaged in fishing; and since he
has been a pilot, I don't know whether it is two or three
years, I could not . . . I never inquired.

Q. Do many ships go to Shippegan?

P. 558 A. No, not many; only Irving Tankers, the Hicory and
the Sea Conch.

Q. And you went there with a tanker?

A. Yes.

Q. And the other pilot was piloting?

A. Yes, piloting.

Q. Where do vessels anchor at Shippegan?

A. At the dock . . . how do you call that . . . the
Government wharf.

Q. At the Government wharf in Shippegan?

A. Yes.

Q. Is the entrance difficult at Shippegan?

A. Not terribly difficult.

Q. Is there plenty of water/in the channel?

A. Quite a bit, yes.

Q. Is there/less or more water at Shippegan than at
Caraquet?

A. Less. A big ship, it could not turn around there
- it can be turned, but there is a strong current.

Q. At Shippegan?

A. There's a strong current, yes.

Q. But at Shippegan, it is possible to cross Chaleur
Bay in the Gulf?

- P. 559 A. You mean . . .
- Q. It is possible to go through there?
- A. . . .
- Q. Do any ships do that?
- A. . . .
- Q. I show you chart 4439; on one side is Chaleur Bay?
- A. Yes.
- Q. On the other side, the Gulf of St. Lawrence?
- A. The Gulf of St. Lawrence.
- Q. Now, do vessels pass in front of Shippegan to enter
the Gulf of St. Lawrence?
- A. Only small fishing boats.
- Q. The small fishing boats?
- A. Under the bridge; they ~~raise~~ the bridge, they pass,
they are small 50 tonners.
- Q. Which use that course?
- A. Yes.
- Q. And the other boats which go to . . . according
to you, they would be only the Irving tankers?
- A. Irving tankers and the fish boats.
- Q. The fish boats?
- A. A few small fish boats.
- P. 560 Q. About what size?
- A. About the same that come to Caraquet; 300, 400,
500 tons.
- Q. Do they hire pilots when they go there? Do you
know it of your personal knowledge?
- A. No, I do not know; I know that the Irving vessel
hires the pilot.

P. 560
Contd.

Q. The local pilot, Mr. Duguay?

A. Yes.

Q. Who is 75?

A. Yes; he must be rather more than 70; I have known him for many years.

Q. Is he all alone?

A. He is all alone.

Q. Do you know how much he charges?

A. I could not say.

MR. DUSSAULT:

We have learned from the previous testimony that the witness served sometime in the Merchant Marine. May we have some details from the witness about this, and about his theoretical examination that was given to these two pilots?

MR. MAURICE JACQUES,

Counsel for the Commission:

P. 561 Q. Still under oath, Sir, you served in the Merchant Marine?

A. Yes.

Q. How many years?

A. From 1943 to 1948.

Q. From 1943 to 1948?

A. Yes.

Q. On what vessel?

A. Several vessels; the first was the Silver Star; the second, the Ronnie Meade, the Ocean Side.

Q. Do you remember the approximate tonnage of those vessels?

A. They were 10,000 tonners, not net, I don't think;

P. 561 these 10,000 tonners were the first park boats that were
Contd. built in Montreal.

Q. They would not be 10,000 tons net?

A. No.

Q. Now, what did you do on board those vessels?

A. Able seaman.

Q. Able seaman?

A. Yes.

Q. Where you also wheelsman?

A. Wheelsman.

P. 562 Q. You kept your watch?

A. I kept my watch.

Q. You were a seaman?

A. Yes.

Q. Did you obtain any kind of certificate?

A. No, except my lifeboat certificate; it is the only one.

Q. Lifeboat-man certificate.

A. It is the only certificate that I ever had.

Q. You did not get anything else?

A. No.

Q. After that, when you gave up the sea, what did you do?

A. I worked on land a couple of years, that is, on construction.

Q. As rigger?

A. As rigger, yes.

After that, I came to Caraquet to fish - fish on dredgers, small trawlers.

P. 562 Q. In small trawlers. About how large were those
Contd. trawlers?

A. 60 feet long; I think they were 30 or 40 tonners.

Q. How much water did they draw?

P. 563 A. Eight feet.

Q. They were from Caraquet, here?

A. From Caraquet.

Q. And what were your duties on board the trawlers?

A. Well, the duties; steering, working on the fish,
lifting the seines, and all kinds . . .

Q. And when these trawlers come in and leave Caraquet,
do they follow the same channel as the large vessels?

A. The same channel.

Q. They go out as far as the buoy, well off?

A. Yes, as far as the buoy.

Q. They take no short-cuts?

A. We take short-cuts when we are rather in a hurry.

Q. But it is about the same course?

A. It is about the same course, yes.

Q. How many years did you do that?

A. Eight years.

Q. Eight years?

A. Yes.

Q. Now, the examination you passed to become a pilot
. . .

A. Yes.

Q. . . . will you tell us about that examination?
What did you do?

P. 564 A. It was Captain Dubé of Quebec, a pilot of Quebec,
a Quebec River pilot.

P. 564
Contd. He asked us questions, what had to be done to bring in
a ship, all sorts of questions, I could not explain them
all.

Q. We shall help you, now. Did he have model ships
with lights?

A. Yes, he had model ships.

Q. Did he place the ships in different positions?

A. Yes.

Q. He said: "You are in such a ship, what will you
do when you see the other?"

A. Yes.

Q. Now, did he, for instance, ask you about the
buoys, on the right, when you enter a port, the colour of
those buoys?

A. He asked us that, yes.

Q. So what colour are they, those buoys?

A. When we enter a port?

Q. Yes.

A. Red.

Q. The buoys on the right are red; and those on the
left?

P. 565 A. Black.

Q. And what is the colour of the night lights, on the
left?

A. On the left, white - red.

Q. And on the right?

A. White.

Q. And did he question you about the tides?

A. The tides, yes.

P. 565
Contd.

Q. And the currents?

A. And the currents.

Q. Did he ask you whether you knew how to use a lead?

A. I think that he did ask us that; I could not remember all the questions that he asked us.

Q. Now, did he ask you what signals a vessel gives in the fog?

A. Yes, he asked us and we did not know them all, but we learned them a little, there.

Q. He asked you, and if you did not know, he explained them to you. Is that it?

A. Yes, that's right.

Q. Now, did he mention the lights a vessel has to show; the red lights, the green lights?

P. 566 A. Yes, he asked us that.

Q. And did he ask you if you knew what a chart was?

A. Yes.

Q. How to read a marine map?

A. Yes.

Q. All the small numerals scattered all over the chart: what do they mean?

A. Those are the water "depths".

Q. They are indicated in what? In feet? In yards?

A. Some in feet, others in what we call fathoms.

Q. That's the test he gave you?

A. Yes.

Q. How long did it last?

A. We went two nights.

Q. Did he ask you questions about manoeuvring a screw-propelled vessel?

P. 566
Contd.

A. Yes.

Q. So what is special about a screw-propelled vessel, when we start it, when it is completely stopped in the water and it is started "full ahead"?

A. It turns a little to one side.

Q. Why?

P. 567 A. He explained that to us . . . I cannot remember it all - two screws, one screw, one screw that turns to the right and one that turns to the left.

Q. He explained that to you?

A. He explained that to us, yes.

Q. Now, you should have known that, after working on fishing boats and large vessels . . .

A. Yes, I knew something about it, but . . .

Q. Did he explained to you how to bring a vessel near the wharf?

A. Yes.

Q. The ropes that have to be used, and how?

A. Yes, he explained that to us. We knew a little bit about it from having moored smaller ships - a good idea.



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D. LANTAIGNE
Enquête
EX. - 568

Je, soussigné, sténographe officiel,
étant dûment assermenté, certifie par
les présentes que la déposition ci-dessus
est la transcription exacte et fidèle de
mes notes sténographiques.

G. OSCAR BOISJOLY
Sténographe Officiel.

ROYAL COMMISSION ON PILOTAGE

PRESENT: HONOURABLE YVES BERNIER, J.S.C.

COMMISSIONERS:

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

MR. MAURICE JACQUES, Attorney.

ON BOARD THE S.S. C.D. HOWE, Caraquet, 9:00 a.m.

The twenty-second day of May, nineteen hundred and sixty-three:

JOSEPH G. GIASSON, aged 85 years, duly sworn on the Holy Bible, doth depose and say:

EXAMINED BY MR. MAURICE JACQUES,

Counsel for the Commission:

Q. 85 years? You do not look 85, Sir?

A. 85 and six months, to be exact.

P. 570

Q. If you wish to say something -/- to the Commission; don't be shy, they are there to listen.

A. I don't have very much to say after the evidence you've heard; they have covered practically everything pertaining to the Commission; I mean the local Commission.

As for recommendations, I wouldn't have many to make - I wouldn't have any, I don't think. Pilotage - the fees cannot be "regulated".

P. 570
Contd.

MR. MAURICE JACQUES,

For the Commission:

Q. The dues?

A. The dues, they are "regulated" by the Department, I suppose. We have the same rates as the other ports.

However, fishermen have told recently that the range lights, down there, they were not bright enough; there was difficulty in distinguishing them from the house lights of the residents. They drew this to my attention recently.

And also, if there are other recommendations, it is about dredging of the harbour. At present, the dredging of the wharf over there is "on the way" as we say in English. But in the middle, here, there, a place that's very - that's
P. 571 not deep, that has about 18 -/- feet of water, at low-water.

It was dredged about forty-five years ago. It has not been dredged since. It should be dredged there.

THE PRESIDENT:

Q. Are you satisfied with the organization, how it's going with a local Commission, like this?

A. I beg your pardon?

Q. Do you consider that it's running well with a local Commission, the way you are organized for your port?

A. I think so . . . it's my opinion. Personally, I shall soon be through . . .

MR. MAURICE JACQUES,

for the Commission:

Q. Pardon?

A. I shall soon be gone.

P. 571
Contd.

Q. You have lasted quite a long time.

A. Oh, I have been with the Commission for fifty years; more than fifty years.

Q. I don't think we have ever seen this - a Commissioner who has been in office for fifty years.

A. I was allowed to remain because it did not pay.

P. 572 Q. I believe you were a Commissioner long before most of the people here were born?

A. Oh yes. I remember it very well.

If it had been lucrative, I would not be there, however.

AND THE DEPONENT FURTHER SAITH NOT.

THE PRESIDENT:

So, Gentlemen, this concludes our hearing at Caraquet.

Now, the purpose of our visit here, we are not from the Department of Transport, we are a Royal Commission of Inquiry created by the Canadian Government to learn about pilotage throughout Canada, and that's why we go everywhere, to acquaint ourselves with all the aspects.

Here, there is an aspect which is altogether different from the St. Lawrence, altogether different from Vancouver or the Pacific Coast.

P. 573 That's why we came here, to make the acquaintance of people who live the life of pilotage in these parts, find out what it is.

You have given us certain information. We are not here to solve all the problems, or manage pilotage, but merely to

P. 573
Contd. ascertain what it is, to make our report, and, of course,
include in our report all the recommendations we believe
fair and reasonable. And that we shall do, of course.

Now, just because we stopped over here and held our
hearing does not mean that we should hear nothing more from
Caraquet. If, after we are gone, you think something has
been left unsaid, if you believe that recommendations are
called for, that something else should be brought to our
attention, do not hesitate, write to us or come and meet us
wherever we happen to be, or write to us if there is no
other way.

P. 574 We want to have all the facts, -/- and it is you who
know them, the facts, and we need you to help us. The suc-
cess of our Commission hinges on the co-operation of every-
body.

And so, Gentlemen, I thank you, and it is my hope that
your local Commission and pilotage continue to run
smoothly.

ROYAL COMMISSION

ON

PILOTAGE

Proceedings of the hearing held
on board the "C.D.Howe," at
Miramichi River on the 23rd day
of May, 1963.

CDH

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ROYAL COMMISSION ON MARINE PILOTAGE

Proceedings of the hearing held
on board the "C.D. Howe," at
Miramichi River on the 23rd day
of May, 1963.

COMMISSION:

The Honourable Mr. Justice Bernier	Chairman
Robert K. Smith, Esq., Q.C.	Member
Harold A. Renwick, Esq.	Member

Mr. F. S. Morissette	Asst. Secretary
----------------------	-----------------

COMMISSION COUNSEL:

Mr. Maurice Jacques

ALSO PRESENT:

Capt. J. S. Scott, Nautical Adviser
to the Commission.

Capt. F. S. Slocombe, Department of
Transport and Liaison Officer.



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1

2

INDEX OF WITNESSES

PAGE

3

PRESTON, JOSEPH STANLEY

4

Dir. Ex. continued Mr. Jacques

1

5

WALLES, ROBERT ALVIN

6

Dir. Ex. by Mr. Jacques

18

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30



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INDEX OF EXHIBITS

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30

<u>No.</u>	<u>Description</u>	<u>Page</u>
311	Annual Reports for the years 1962, 1961, 1960, 1959, 1958 for the Miramichi District.	19
312	Report referred to	37
313	Report referred to	38
314	Two example sheets from pilotage record	50
315	Copy of pilot's report, inwards and outwards	50
316	Copy of invoice.	50
317	Rules to the collector of customs	50



JOSEPH STANLEY PRESTON, continued

DIRECT EXAMINATION BY MR. JACQUES: (continued)

Q. How far off there are you when you board the ship?

A. In the line of the ---

Q. In the line of Fox Island light?

A. Anywhere from the breakwater, beyond to Swashway light.

Q. Anywhere between those two points to 'X' on Exhibit 309?

A. Sometimes a strange ship; a fellow that has never been here, comes in to Point Buoy.

Q. Flashing bell buoy off Escuminac Reef marked by the letter "XI"?

A. And they have no chart of the bay, they generally hold up out here and we go and get them.

Q. Up by the flashing bell buoy, that is where you board?

A. Any fellow used to coming, comes up pretty well to the breakwater, go around the buoy.

Q. In line with Swashway light?

A. That is right.

Q. Now, sir, is it very hard coming up river here?

Have you got much difficulty here? Is there much current?

A. Fairly strong currents at times.

Q. How strong?



1 A. In the Spring of the year I suppose probably
2 - maybe three knots of a tide.

3 Q. Three knots of a tide?

4 A. Yes.

5 Q. In which direction?

6 A. It runs in different directions according
7 to the bends of the river.

8 Q. Does it follow the river?

9 A. Pretty much.

10 Q. Pretty much follows the river?

11 A. Yes.

12 Q. And that tide in the Spring, it could run
13 to three knots; is that right?

14 A. I imagine coming out the entrance here,
15 I imagine it is three knots all right.

16 Q. Is it always in the same direction? Does
17 it always run out?

18 A. No.

19 Q. It runs in also?

20 A. In and out.

21 Q. In and out with the tide?

22 A. We have four tides in the 24 hours, two
23 floods and two ebbs.

24 Q. And the current changes every time?

25 A. About every six hours.

26 Q. Every six hours. Is it as strong going in
27 as it is going out?

28 A. When the tides are on I imagine stronger
29 going out.

30 Q. Going out?



1 A. It wouldn't be much difference, I suppose,
2 when the tides are on.

3 Q. Now, what is the distance from the place
4 where you board the ship right up as far as you normally
5 go on the river?

6 A. About 40 miles up to the pulp mill.

7 Q. Forty miles up river?

8 A. Yes, sir.

9 Q. What sort of bottom have you got in the
10 river?

11 A. Mostly mud. Pretty well from the Horse
12 Shoe it is sandy bottom and beyond the Grand Dunes it is
13 mostly mud bottom.

14 Q. Mostly all mud bottom? Does it change
15 very much? Does the contour of the bottom change?

16 A. Not too much, except out at the bar here.

17 Q. What happens at the bar?

18 A. The sandy bottom here?

19 Q. Yes.

20 A. And the easterly storms kind of rolls it
21 in, moving in, shifting the channel at the bar.

22 Q. Does it shift very often?

23 A. It is gradually shifting.

24 Q. Is it dangerous to ships?

25 A. I suppose it would be dangerous all right.

26 Q. Speak louder, please.

27 A. I suppose there would be dangerous, yes.

28 Q. Is it indicated on the charts?

29 A. Sir?

30 Q. Is it indicated on the charts?



1 A. Yes, pretty well.

2 Q. Does it move; does it change quite
3 frequently?

4 A. Well, it is gradually changing all the
5 time. Like a - on the channel here, on the bar up to
6 the lump it is kind of working in shore more where they
7 are dredging there now.

8 Q. Is it something which changes every month
9 and season? Do you have to travel through different
10 channels all the time?

11 A. No, just the one channel; just one channel
12 to go, but mostly every Spring before we start we have
13 winter spars down and start in the Spring and take the
14 pilot boat and sound and sometimes the ice will dig our
15 spars out of position, but we generally have the boat
16 really early and we go along and sound and put the buoys
17 back in position.

18 Q. So the pilots buoy their own channel; the
19 pilots do that?

20 A. No, it is buoyed by the Government.

21 Q. But does the Government go out and take
22 the sounding or the pilots?

23 A. We generally do ourselves.

24 Q. The pilots - is that it?

25 A. Yes.

26 Q. And the Government puts the buoys ---

27 A. Yes, they contract.

28 Q. The contractor puts buoys back. You don't
29 look after the buoys?

30 A. No more than put them in position, the



1 winter spars, it is the only way we have now. It keeps
2 us in touch because by going every Spring and sounding
3 back and forth it keeps you in touch.

4 Q. That is the sand bar?

5 A. Yes, sir.

6 Q. Up river, does the bottom change? Do your
7 channels change position throughout the year?

8 A. No, they don't appear to. They don't
9 appear to change much up river.

10 Q. Now, have you got much water for your
11 ship? How deep is the water?

12 A. Some places it is fairly deep and more
13 places it is shoal spots.

14 Q. Are they dangerous? Are they indicated
15 on the chart, these shoal spots?

16 A. According to the draught we are going,
17 we don't seem to have much trouble. There is time when
18 the tide is low and the ship would yaw some but the
19 draught we are going we don't seem to have much trouble.

20 Q. What is that draught?

21 A. Twenty-one feet.

22 Q. Maximum draught?

23 A. That is right.

24 Q. Is there much of a tide in the river or at
25 the entrance?

26 A. Yes, there is quite a tide, a good tide
27 there today.

28 Q. How many feet?

29 A. High water is about 4 to 5 feet.

30 Q. Four to five feet?



1 A. And about $3\frac{1}{2}$ feet at high water.

2 Q. Do you have to wait for the tide sometimes
3 to take a ship in or out?

4 A. A deep ship we generally wait.

5 Q. For high water?

6 A. Yes, sir.

7 Q. And with a 21-foot draught would you wait
8 for high water?

9 A. Twenty-one-foot draught we leave up New-
10 castle or Chatham.

11 COMMISSIONER SMITH: How far would you navigate
12 a deep-draught ship up river beyond the Newcastle Bridge,
13 the bridge at Newcastle, or would you go up there?

2 14 THE WITNESS: No, sir. We have been going up
15 with tankers. We have been going up with tankers for the
16 pulp mill just this last few years. There is shoal water
17 there. We have been going with 16 feet.

18 COMMISSIONER SMITH: A ship going 16 feet?

19 THE WITNESS: Yes, sir, and then you wait for
20 port tide to make sure.

21 Q. You cross the bridge with these ships?

22 A. Yes, sir.

23 Q. That is a swing-span bridge?

24 A. Yes, sir.

25 Q. And what would be the width of the opening
26 in the bridge?

27 A. I think about 80 feet.

28 Q. Eighty feet. And what is the largest
29 beam you take there?

30 A. I think about the largest I ever had there



1 was about 68 feet.

2 Q. How much did she draw? How much water did
3 she draw at that time?

4 A. She went through light and came out about
5 20 feet.

6 Q. Came out about 20 feet. And up beyond
7 Morrissey Bridge you can take any ship up there? Are
8 you limited as to draught or tonnage?

9 A. Up the nor'-west branch 16 feet is all
10 we would take them up, a tanker up to the pulp mill.
11 That is just the last couple of years.

12 Q. Sixteen feet?

13 A. On the south-west, up Chatham, South
14 Nelson, it would be about 20-20 $\frac{1}{2}$.

15 Q. Twenty/twenty-and-a-half?

16 A. Of course, South Nelson it is very narrow,
17 generally take them up and swing them around before they
18 are loaded because it is not very wide there.

19 Q. Do you have any trouble with aids to navi-
20 gation, buoys, lighthouses, range lights, and things like
21 that?

22 A. Well, yes. We had a meeting here some time
23 ago and I think Mr. Walls is the Secretary, on account of
24 the bridge out deeper and getting bigger ships in and we
25 had a meeting and what we thought we would need, we put
26 in. I think Mr. Walles, the Secretary, has a copy.

27 Q. We will ask him then.

28 A. Yes, sir.

29 Q. What about new pilots, now? Do they serve
30 any apprenticeship?



1 A. We have two apprentices on now.

2 Q. And what do they do?

3 A. They go back and forth in company with us
4 in the ships, in the steamers. And in the Spring, like
5 I was saying, that is about the only chance we have,
6 replacing buoys and going along and sounding and getting
7 their marks and so on; that is the only chance and they
8 come with us every Spring and keep that going each year.

9 Q. I see.

10 A. And then we take them back and forwards
11 in the steamers when we are going; they accompany us.

12 Q. Do you let them handle the ships sometimes?

13 A. After they are with us a couple of years
14 we gradually let them work in with us. We give them a
15 chance to get practised up.

16 Q. Yes. And how long has this system been
17 going on?

18 A. I think 1926 we done away with pilot
19 schooners and pilot station at the breakwater and we
20 just had a boat like now.

21 Q. Do you think it is a good system?

22 A. It seems to work so far. It seems to be
23 not bad.

24 Q. Has there been any accidents here in Mira-
25 michi River?

26 A. Accidents?

27 Q. During the past five years. Groundings,
28 collisions, hitting a dock, running down a buoy?

29 A. Nothing of any kind.

30 Q. Nothing major?



1 A. No.

2 Q. Do you know if a ship was very badly
3 damaged?

4 A. Not that I know of. In the last five
5 years, I don't know.

6 Q. Do you know if there have been any major
7 groundings?

8 A. No.

9 Q. On a sand bar; anybody get caught on a
10 sand bar?

11 A. Not so far.

12 Q. And the river - it is a very wide river?

13 A. I know, but they go in and come out. I
14 don't know exactly how they get there, but seem to have
15 fair luck so far.

16 Q. Now, what about your pilot boat? Are you
17 satisfied with your pilot boat?

18 A. Well, for the time being, unless there is
19 something new, because, some changes - it seems to be a
20 pretty good boat. It is a good sea boat. I think we are
21 all quite satisfied with her so far unless something else
22 comes up.

23 Q. How long does it take you to go from the
24 breakwater to a ship, when you board a ship?

25 A. It all depends how far off they are.

26 Q. Let's say off the Swashway.

27 A. Right off the breakwater, off the Swashway.

28 Q. Five, ten minutes, half-an-hour?

29 A. Twenty minutes.

30 Q. Twenty minutes. How long does it take you



1 in the majority of cases right up river - up the 40 miles?

2 A. That would depend on the speed.

3 Q. But the majority of the cases?

4 A. I would judge, on the average, about 3½
5 hours.

6 Q. Three-and-a-half hours?

7 A. To Newcastle.

8 Q. To Newcastle. And how many miles is it
9 to Newcastle?

10 A. We figure about 32 miles following the
11 channel.

12 Q. And does that include docking the ship
13 at Newcastle, putting her alongside?

14 A. The time, sir?

15 Q. Yes.

16 A. Well, taking on the average I suppose it
17 would be around about that 3½ or 4 hours. Some ships
18 are faster than others.

19 Q. I realize that, sir. Now, how often do
20 you go above Newcastle with the ship? Does that happen
21 very often?

22 A. Well, you make some trips now on account
23 of the tanker going up to the pulp mill. Now, there is
24 a company we will have more maybe this year because of
25 the ship going for pulpwood.

26 Q. Do you have to go through the bridge?

27 A. Yes.

28 Q. Do you have any difficulty going through
29 the bridge?

30 A. I haven't had any yet.



1 Q. Is there any cross-current when you
2 approach the bridge?

3 A. The bridge is not built straight on the
4 tide. It is like on an angle on the tide.

5 Q. Does that give you trouble when you go
6 through?

7 A. Well, yes.

8 Q. Did you ever hit the bridge?

9 A. No, not yet.

10 Q. Did any pilot ever hit the bridge?

11 A. Well, not that I know of, not to do any
12 damage. I don't think there has been these last years
13 back.

14 Q. Do you have tugs coming through the
15 bridge?

16 A. No, sir, I wouldn't try it.

17 Q. You wouldn't try with tugs?

18 A. No.

19 Q. Do you have tugs in Newcastle or Chatham?

20 A. A small one.

21 Q. Is it used?

22 A. It is one of these.

23 Q. Is it used very often?

24 A. No, sir, not too often.

25 Q. Do you use that tug for coming alongside?

26 A. No, we dock them on their own steam.

27 Q. You dock them yourself without tugs?

28 A. Yes.

29 Q. Do you ever see around here any ships
30 with the bridge aft, everything aft; accommodation, bridge,



1 et cetera? Do you ever see that around here?

2 A. Bridge aft?

3 Q. A standard bridge ship is bridge amidships,
4 in the centre, but some have the bridge right aft?

3 5 A. Yes, quite a few. The Lotchinges.

6 Q. How do you spell it?

7 A. L-o-t-c-h-i-n-g-e.

8 Q. And the bridge is aft?

9 A. The bridge is right aft and she is over
10 2,000 tons.

11 Q. Net?

12 A. Yes. And the Susan Constant, a sister
13 ship of hers, she is over 1,800 net tons.

14 Q. How long would they be approximately?

15 A. I judge maybe 360 feet.

16 Q. Did you ever pilot them?

17 A. Yes, sir.

18 Q. Did you have any trouble piloting them?

19 A. No.

20 Q. Didn't you find it strange or unusual to
21 be on a bridge-aft ship?

22 A. Yes, it is a different thing all right.
23 Then we had the Edgar J. Samara, a big tanker in here
24 on two or three trips last Fall.

25 Q. Do you find it harder to pilot those
26 ships?

27 A. The first trip it made you think a little
28 but usually went in and out all right.

29 Q. Did you have trouble seeing ahead?

30 A. Well, yes, you have trouble seeing ahead



1 all right.

2 Q. Does it give you any trouble because you
3 can't see ahead? I wouldn't like that. I wouldn't be
4 able to see the buoys.

5 A. At times you can't see the buoys very
6 well, but you have to be a judge of them.

7 Q. What was that?

8 A. There is a very high bar on her.

9 Q. You can't see ahead, then. Was there
10 ever any accidents here with these ships?

11 A. Not that I know of.

12 Q. Did they come through the Morrissey
13 Bridge?

14 A. The Susan Constant has been through with
15 bridge aft.

16 Q. Were you the pilot on her?

17 A. I don't think so. I don't think I was at
18 that time, no.

19 Q. Oh, I see. Do you have much fog around
20 here on the river?

21 A. There is times, yes, quite a bit last
22 Fall.

23 Q. Does it last for weeks?

24 A. Rain and fog.

25 Q. Does it last for weeks?

26 A. Not weeks, no.

27 Q. Does it prevent you from taking ships in
28 and out?

29 A. We generally anchor and wait till it
30 clears.



1 Q. Can you anchor anywhere in the river?

2 A. No, sir, you have to use your judgment.
3 If you think it is too thick, a big vessel you couldn't
4 anchor.

5 Q. What do you do if it is thick?

6 A. You just - well, you have to use your
7 judgment coming along. You can guess pretty well when
8 you get to a certain place and looks bad, you drop your
9 anchor.

10 Q. What about radar?

11 A. I don't take too much interest in radar.

12 Q. Why? Don't you think it is a good thing?

13 A. It may be all right.

14 Q. You stand and look at a screen and see
15 the buoys and so on; do you use it at all?

16 A. It is up to the captain. I leave it up
17 to the captain. If they think they can manage, we give a
18 course from point to point and take a chance.

19 Q. When you are aboard a ship do you give
20 the orders to the wheelsman and the mate on watch or do
21 you speak to the captain?

22 A. The wheelsman.

23 Q. When you go aboard you give the orders to
24 the wheelsman and the mate on watch?

25 A. Mate or captain, whoever is on watch.

26 Q. And when you come alongside, do you
27 manoeuvre the ship coming alongside or does the captain
28 manoeuvre her?

29 A. Mostly the captain leaves it up to us to
30 go ahead and dock. If he has been in - you know, sometimes



1 a captain will dock his own ship and some will leave it
2 to us.

3 Q. Do some ships come up to, say, Newcastle
4 without a pilots?

5 A. No, not unless a small size ship, under
6 One hundred tonnage.

7 Q. Under 100 tons? What do you mean?

8 A. Well, 250 tons ---

9 Q. She wouldn't take a pilot?

10 A. Yes. A stranger, some will take a pilot -
11 with less tonnage - they want to take a pilot, we go
12 aboard.

13 Q. Does that happen very often?

14 A. Not too often.

15 Q. What about ships bigger than 250 tons?
16 tons? Do they come in without a pilot or go out without
17 a pilot?

18 A. Repeat that again, please.

19 Q. Ships over 250 tons, do they come in or
20 go out without a pilot sometimes?

21 A. No.

22 Q. Never?

23 A. Eh?

24 Q. Never?

25 A. Never.

26 Q. To your knowledge, now?

27 A. No, sir.

28 Q. How far is it from Newcastle to Chatham?

29 A. Newcastle to Chatham?

30 Q. Yes.



1 A. We figure about 4 miles.

2 Q. And how long does it take you to shift a
3 ship from one place to another?

4 A. It is pretty hard to say.

5 Q. When you go on a job like that, do you
6 expect to be gone all afternoon?

7 A. If the ship was ready when you went there
8 and you ordered to move and go to Newcastle I suppose you
9 could shift in an hour-and-a-half if she was ready at the
10 time.

11 Q. And apart from Chatham, Newcastle and the
12 paper mill, do ships go anywhere else on the river, any
13 other port on the river apart from Newcastle and Chatham
14 and the mill you mentioned?

15 A. Yes. There are two wharves down - one
16 below Middle Island, and two at Mill Bank - one below
17 Middle Island, a new wharf completed two years ago and
18 the old wharf just opposite Middle Island. Ships go
19 there.

20 Q. Do ships go there quite often?

21 A. Yes, for pulpwood.

22 Q. How far is it from Newcastle, or Chatham,
23 or the sea buoy; it doesn't matter?

24 A. I judge it is 6 or 7 miles.

25 Q. From Newcastle?

26 A. Yes, sir.

27 Q. Down river or up river?

28 A. Going up river.

29 COMMISSIONER SMITH: Ask if there are any
30 questions.



1 Mr. Preston, you are the master pilot; is that
2 right?

3 THE WITNESS: I am the oldest, I guess.

4 COMMISSIONER SMITH: Reference is made here to
5 a master pilot and I rather took it for granted that on
6 account of your long service you would be the master
7 pilot.

8 THE WITNESS: Yes, sir.

9 COMMISSIONER SMITH: There are four pilots now,
10 as against three two or three years ago and I notice
11 there has been a very substantial increase in business,
12 in tonnage, and also in revenue. I should like to ask you:
13 in your opinion, are there enough pilots here? Are four
14 pilots enough to do all the business satisfactorily and
15 efficiently here in this district? Do you need more or
16 not?

17 THE WITNESS: We have one man that will be on
18 next year. We have another apprentice coming on.

19 COMMISSIONER SMITH: In addition to the four
20 you have a probationary pilot, have you?

21 THE WITNESS: Yes.

22 COMMISSIONER SMITH: And I understand from the
23 bylaws that the Commission pay him before there is a
24 division of the other revenues and that the Commission
25 fix the rate of his remuneration. Perhaps I'd better
26 ask if that is your understanding of the way the proba-
27 tionary pilot is paid. Later, I will ask the Secretary
28 that question.

4 29 MR. JACQUES: I don't have any more.

30 THE CHAIRMAN: What about the port during the



1 winter; is it closed?

2 THE WITNESS: Yes, sir.

3 THE CHAIRMAN: From what time?

4 THE WITNESS: According to regulations it
5 should be the 1st of May to about the 20th of November.

6 THE CHAIRMAN: It is open during that time?

7 THE WITNESS: Yes, sir, but it all depends on
8 the season, according to your judgment. We have had
9 them in the first week in December - especially the Isle
10 boats. They are just in overnight and back out again
11 if it is mild. These last few years it would be anywhere
12 from the 1st to the 16th of December.

13 THE CHAIRMAN: With regard to the tankers you
14 mentioned, they are small tankers only, are they not?

15 THE WITNESS: We have the B.A. Peerless,
16 Edgar J. Samara.

17 THE CHAIRMAN: Does it ever happen a big tanker
18 would anchor and a small one would come and shuttle?

19 THE WITNESS: Not yet.

20 THE CHAIRMAN: So the ones you have come direct
21 from the sea or the coast and go up to their destination?

22 THE WITNESS: Yes, sir.

23 THE CHAIRMAN: Thank you very much.

24

25 ROBERT ALVIN WALLES, sworn

26 DIRECT EXAMINATION BY MR. JACQUES:

27 Q. Sir, would you state your full name and
28 your age and occupation?

29 A. Robert Alvin Walles.

30 Q. And your age?



1 A. Seventy-two.

2 Q. And your occupation?

3 A. Bookkeeper.

4 Q. And also?

5 A. Secretary-Treasurer of the Pilotage
6 Commission.

7 MR. JACQUES: Before we go further, I should
8 like to file as Exhibit 311 the annual reports for the
9 years 1962, 1961, 1960, 1959 and 1958 for the Miramichi
10 District.

11
12 --- EXHIBIT NO. 311: Annual Reports for the years 1962,
13 1961, 1960, 1959, 1958 for the
14 Miramichi District.

15 Q. Referring to your annual return for 1962,
16 would you explain first the type of vessels which call
17 here - tankers, cargo, or whether foreign-going ships
18 or coastal ships?

19 A. Most of the cargo ships are foreign ships
20 with cargo from overseas. The tankers are all practically
21 Canadian ships.

22 Q. How many cargo ships would you have as
23 opposed to tankers?

24 A. I think almost two to one last year. I
25 might have that if I can find it. I had it for the
26 Pilotage Commission meeting but haven't got it now.

27 Q. Approximately two to one last year?

28 A. I think it would be last year, yes.

29 Q. Do you know what sort of cargoes go out
30 and come in of the Miramichi River?



1 A. Long lumber cargoes and pulpwood.

2 Q. That is going out?

3 A. Yes.

4 Q. And do you know where it is shipped?

5 A. I think most of the pulpwood lately has
6 been going to Europe.

7 Q. Would there be any other commodity which
8 you export from here?

9 A. Yes, paper. Not paper; pulp paper.

10 Q. Would there be much of that?

11 A. About 16 cargoes last year, part cargoes
12 only. Pick-up lots.

13 Q. Sixteen lots?

14 A. Yes.

15 Q. Do you ever see an increase in those
16 shipments?

17 A. No. I don't think there would be much
18 difference.

19 Q. Do you think there will be any major
20 development here which will create a need for extra
21 shipping?

22 A. The company shipped three cargoes last
23 year but if it was developed and the depth of water so
24 they could bring larger vessels in, I think there would
25 be quite a lot.

26 Q. More ships calling here and talking about
27 the mine that might be developed, can you say whether
28 it is planned to develop the mine?

29 A. Heath Mines - it is one of the - 200 men
30 in there working now. I don't know just what their plans



1 are.

2 COMMISSIONER SMITH: What kind of mine is it?

3 THE WITNESS: Copper, mostly in concentrate.

4 Q. And how long has this mine been in opera-
5 tion?

6 A. Well, they started up about five years
7 ago, I think.

8 Q. Has it grown in the past five years?

9 A. It was dormant for a couple of years.
10 The price of copper was down, this concentrate.

11 Q. What would be its destination?

12 A. I presume some place in the United States.
13 I don't know.

14 Q. Now, what about inward cargoes? What do
15 you receive here?

16 A. Oil products and two or three cargoes -
17 flour and cement.

18 Q. Do you receive a lot of cement?

19 A. Last year we had quite a lot.

20 Q. How many ship loads, approximately?

21 A. I rather think 10 or 11 last year.

22 Q. Ten or eleven?

23 A. Yes.

24 Q. And what about oil; how many tankers?

25 A. I think there was about 60, anyway.

26 Q. Sixty tankers. What size would they be?

27 A. The largest one is B.A. Peerless, 7½
28 thousand tons.

29 Q. Would it usually go right up river?

30 A. Goes to Chatham. She could go to



1 Newcastle.

2 Q. But she goes to Chatham?

3 A. Yes. The others are small.

4 Q. What would be their net tonnage, approxi-
5 mately?

6 A. Average one, 1,800, 2,000; some 3,500.

7 Q. Net tons?

8 A. Yes.

9 Q. And where would they go - Chatham or
10 Newcastle?

11 A. Chatham and Newcastle last year. I guess
12 some went to Newcastle including up to the pulp mill
13 above Newcastle.

14 Q. And it is about clear?

15 A. Yes, I think so, because the Imperial Oil
16 had a contract for supplying fuel for the area last
17 year and had quite a lot and haven't got it this year
18 so it will be more Chatham. They change around every
19 couple of years.

20 Q. And I also note you have four pilots and
21 one apprentice for the past two years.

22 THE CHAIRMAN: Excuse me. Before you go
23 further, I see there has been quite an increase in ships
24 calling here in the last three years. In 1960 there were
25 115 and the year before last, 137, and last year, 175.
26 Do you know the reason for that increase?

27 THE WITNESS: The same oil products brought in,
28 Imperial Oil Limited, here at Newcastle. They started
29 three years ago but they have increased their tankage up
30 there and last year there was an extra cement product



1 came in and the pulp paper. There is a number of them.

2 THE CHAIRMAN: Do you expect that this increase
3 will continue or will it come to a standstill now?

5 4 THE WITNESS: Hearsay is that this new firm,
5 this lumber firm, is going to ship a lot of pulpwood.

6 COMMISSIONER SMITH: Just following along
7 his lordship's line of questioning; recently, within the
8 last two months, I have noticed a lot of publication in
9 the newspapers about some big industry and that it was
10 going to be located in Northumberland County and I am
11 not familiar with the particulars or anything about it,
12 but what I saw, according to the headlines, it looked
13 to be something very big. Is there anything?

14 THE WITNESS: That is the firm to which I
15 referred, South Nelson. This usually will be shipping
16 pulpwood and have permission to ship up to 200,000 cords
17 - half off government land and half off private land -
18 and it will be quite a lot of boats come if they ship
19 that.

20 COMMISSIONER SMITH: This news story I read
21 seemed to involve an expenditure of quite a large sum of
22 money in order to get this industry properly developed.

23 THE WITNESS: Right.

24 COMMISSIONER RENWICK: It hasn't been very
25 actively discussed in the last two months.

26 THE WITNESS: Not since the election.

27 Q. I note from your reports that you licensed
28 a fourth pilot in 1960; is that correct? Your 1959
29 report shows three pilots; Preston, Carroll, Preston.

30 A. Yes.



1 Q. And this has Preston, Carroll, Preston
2 and Beaconsfield?

3 A. Yes.

4 Q. Would you explain to the Commission why
5 you have added a fourth pilot because I note from 1958
6 and 1959 and 1960 reports that the number of ships fell
7 considerably? It was about 115 ships.

8 A. The pilots - some are getting up in age.
9 Pilot Preston here this morning in another two years is
10 over age and we have to provide substitutions to take
11 the place. If one pilot were to get sick or anything
12 happened we would be short-handed.

13 COMMISSIONER SMITH: While on the question of
14 the probationary pilot, I think I will ask the pilot a
15 question. In the bylaws, as I understand it, the
16 Commission has the power to pay out of the general fund
17 the probationary pilot before any division of the balance
18 of the revenues are made and, in another section, it
19 empowers the Commission to fix the rate to be paid to
20 the probationary pilot and I presume that rate has been
21 fixed?

22 THE WITNESS: It is dealt with. There is
23 nothing set for the future, it is dealt with.

24 Q. You pay the probationary pilot, now, how
25 much?

26 A. This man we are speaking of now, he got
27 half of what the other pilots earned. Half of the share.
28 He was limited to a certain draught of water and didn't
29 do as much work. He was still in the apprenticeship
30 the last year. This year - perhaps I am ahead of the



1 game.

2 MR. JACQUES: Go ahead.

3 THE WITNESS: This year the man that is an
4 apprentice will be on his third year, later on in the year,
5 and pay him \$150 a month because they take on another
6 apprentice and rather than licence him to the pilot the
7 idea is - I think he is capable of it now - but there is a
8 four-year period set. Although this man might be capable,
9 the next man might not be in three years and don't want to
10 set a precedent, so we are paying this man \$150 a month
11 just to continue his apprenticeship.

12 MR. JACQUES: To keep him until his four years
13 is up so you won't lose him?

14 THE WITNESS: Yes.

15 COMMISSIONER RENWICK: Is he intentionally
16 engaged as an apprentice for any portion of the time?

17 THE WITNESS: He is with them all the time.
18 He goes back and forth in the boats with the pilot and
19 learning all the time.

20 THE CHAIRMAN: And his name is?

21 THE WITNESS: Hindrich Lloyd. And we had to
22 get special legislation to apprentice him because he was
23 an older man; he was an apt man the pilots had their eye
24 on.

25 Q. And now you have another one?

26 A. Yes. Cyril Jenkins.

27 Q. Now, you took on a fourth pilot in 1960.
28 Do you recall the work load of the pilots in 1959; how
29 many trips they did a year or a month?

30 A. If I might explain it better. It is not a



1 question of how many they do a week or a month but some-
2 times you get a fleet at one time, maybe five or six
3 vessels coming in right together and want to go out and
4 sometimes the pilot is brought in and taken out again in
5 the one day. If they came in regularly they wouldn't
6 need a pilot, but when they come in in force and gather
7 up that way you need four pilots at times.

8 Q. In 1959 was there any time you were short
9 a pilot; when you were hard-pressed for pilots?

10 A. Again, now and then, when you would be -
11 yes.

12 Q. How many times a year?

13 A. I don't know. Maybe three or four times
14 a year. If you haven't a pilot for the boat when they
15 are ready you hear about it.

16 Q. Now, that first pilot you took on in 1960,
17 did that ease the situation?

18 A. Yes. Of course, we still have busy times,
19 but it makes an awful difference.

20 Q. Are you still hard-pressed for men at
21 times?

22 A. You have to almost have a timetable like
23 the railway to keep them moving at certain times.

24 Q. What period of the year?

25 A. No special period boats seem to come.

26 Q. You can't foresee that beforehand?

27 A. No.

28 Q. It may happen at any time and have to have
29 the men to give the service; is that right?

30 A. Yes.



1 Q. This last apprentice which was taken in
2 in 1961, was he taken with a view to replacing Mr. Preston,
3 who gave evidence this morning?

4 A. To replace him, yes.

5 Q. Is that the intention of the Commission:
6 to keep the pilot force to four pilots or to increase it?

7 A. Increase it. The other man is getting
8 along, Mr. Carroll is 61, so not very long, and he is
9 not really a robust man and we get a little nervous.

10 Q. Now, sir, would you explain the entry in
11 your 1962 report under the heading, "Remuneration of
12 Apprentice Pilot as Boat Tender."?

13 A. We don't pay him any salary as an appren-
14 tice but we do pay him four-and-a-half dollars a day for
15 looking after the pilot boat. That is his job.

16 Q. He goes out with the pilot boat?

17 A. Yes.

18 Q. Has he got anyone else to go with him on
19 the pilot boat?

20 A. No.

21 Q. How does he learn about the river?

22 A. He is not on that all the time. They
23 instruct him with the chart and he goes up with the
24 master occasionally on the boats. Later on he will go
25 more frequently.

6 26 Q. Is there a certain number of trips he must
27 make every year on the river on the ship?

28 A. No.

29 Q. Who checks that?

30 A. The pilot that he is apprenticed to.



1 Q. The apprentice is apprenticed to a parti-
2 cular pilot?

3 A. Yes.

4 Q. And he sees his apprentice learns the
5 river?

6 A. Yes.

7 Q. And the apprentice goes on board the ship
8 with the pilot?

9 A. Yes.

10 Q. And to your knowledge there is no fixed
11 number of trips he must make every year?

12 A. No.

13 Q. And the only salary he receives is for
14 looking after the boat?

15 A. Yes.

16 Q. When he goes on board a ship, who looks
17 after the boat?

18 A. One of the other pilots.

19 Q. Now, sir, on your column, "Expenditure,"
20 would you explain to the Commission the various entries
21 there? Pilot master, \$350.

22 A. Yes.

23 Q. Why pay \$350 extra?

24 A. That has been the custom before my time.

25 Q. Is it in the file anywhere?

26 A. No.

27 Q. The pilots are aware of that?

28 A. Yes.

29 Q. Do you provide the pilots with a financial
30 statement every year?



1 A. Yes.

2 Q. Have you got a copy of the last financial
3 statement you gave to the pilots?

4 A. No.

5 Q. What information would it contain?

6 A. Just show the receipts and the expenses,
7 didn't itemize the expenses.

8 Q. You didn't itemize the expenses?

9 A. No.

10 Q. What information would your report to the
11 pilots for last year - for 1962 - have contained; would
12 you recall that? If you have figures before you, that
13 might help.

14 A. Just says commission and expenses and the
15 money divided among the pilots.

16 Q. From your report, are you able to trace
17 back the figures which you gave?

18 A. I can't say definitely whether I showed
19 less commission or gross. I don't know. The rest of it
20 was put in as total expenses.

21 Q. It would be something approximately like
22 your report of 1962?

23 A. Yes, except that I didn't itemize the pilot
24 house ---

25 Q. One gross figure for expenses?

26 A. Yes.

27 Q. Have you ever had a request to itemize
28 these expenses for the pilots?

29 A. If they want to know anything, they ask,
30 but have never asked for it.



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Wallis, dr.ex.
(Jacques)

30
2520

1 Q. Now, sir, skip the 5% commission. Would
2 you explain the entry, "pilot house"?

3 A. They have a house which they own themselves
4 at the breakwater at Escuminac Reef which they live in while
5 on duty down there, and the expense of upkeep of it.

6 Q. In whose hands is the title of that house?

7 A. They own it themselves.

8 Q. You have never seen the title?

9 A. I saw it, but it didn't go through the
10 Commission.

11 Q. You saw the title?

12 A. Yes. It is the men themselves.

13 Q. Do you recall the name of the pilot listed
14 as owner of the house?

15 A. I think it was three pilots at that time.
16 Two Prestons and Carroll.

17 Q. Do you know if the house was built by them
18 or by the Commission?

19 A. By them. They had it for a number of years.
20 It was further up on the bank and had washed away with the
21 seas and they paid these boys of mine and moved the house
22 down.

23 Q. How long ago?

24 A. Five years ago, perhaps somewhere around
25 that.

26 Q. Have you seen the place yourself?

27 A. Yes.

28 Q. What do they keep there?

29 A. They have stoves and serve meals. The
30 apprentice looks after them. He stays there at the house



1 between times.

2 Q. He does the housekeeping?

3 A. Yes.

4 Q. Do the pilots go out there frequently?

5 A. Oh, yes.

6 Q. When do they go out there?

7 A. There is always one or two of them there
8 unless they are away on boats.

9 Q. Unless they are --

10 A. On vessels. There is always one or two
11 there.

12 Q. Do you know if there is a set roster or set
13 watch for pilots to go out and watch for ships?

14 A. They pick out tours at the first of the
15 season and follow that as closely as they can.

16 Q. They can't always follow completely on
17 account of doubling up; they are assigned in regular turn?

18 A. Yes.

19 Q. And fixed for the whole season at the
20 beginning of the season?

21 A. Yes. One fellow doesn't have to do more work
22 than the other.

23 Q. You say Mrs. S. J. Preston might be the first

24 A. Yes.

25 Q. And he would wait until all the others
26 have piloted a ship and he would go up first again?

27 A. Yes.

28 Q. Do they split up in two groups, one group
29 remaining in Chatham or Newcastle and one group for out-
30 going traffic and one for incoming traffic?



1 A. No. The tankers come in this afternoon and
2 discharge in the evening and go away in the morning and the
3 same pilot takes it out.

4 Q. He stays with the ship?

5 A. Yes.

6 Q. Takes the inward and outward job for the
7 same ship? A. Yes.

8 Q. And what about cargo ships?

9 A. They take turns for that.

10 Q. Does it happen there is no pilot available
11 in Chatham to take a ship out and have to tell from the station?

12 A. Yes.

13 Q. Does it happen very often?

14 A. No. Two of the pilots live in Chatham.

15 Their homes are there, and they - when off duty, they stay
16 home and have cars.

17 Q. What about the others; where do they live?

18 A. Escuminac Reef.

19 Q. And none in Newcastle? A. No.

20 Q. And there is a telephone on the pilot station?

21 A. Yes.

22 Q. Who pays for the telephone?

23 A. The pilots.

24 Q. Not the Commission?

25 A. The Commission doesn't have any funds of
26 their own. They pay the bills out of the pilots' earnings.

27 Q. Out of the pilots' earnings? A. Yes.

28 Q. That is in the \$523.00?

29 A. Yes.

30 Q. And what other expenses do you pay for the



1 pilot station, the pilot house?

2 A. Telephone, electric light, taxes.

3 Q. Taxes?

4 A. Yes.

5 Q. Much taxes?

6 A. Considerable. On the pilot boat we have
7 to pay taxes. We tried to get the Tax Department to say
8 it belonged to them, but they wouldn't do it.

9 Q. So you have to pay taxes on your boat, too?

10 A. Yes.

11 Q. Would it include repairs?

12 A. Yes, to the building and new stoves or
13 whatever they need.

14 Q. And last year, did you do any repairs?

15 A. Put a new door on. Special aluminum
16 windows and a door on last year. And, I believe, they
17 had a new stove.

18 Q. Who decides what repairs will be made?

19 A. They do.

20 Q. They do?

21 A. They do, and they present the bill to me.

22 Q. And you check the bill?

23 A. I check the accuracy of it.

24 Q. Do you check the work has been done?

25 A. No, that is theirs. It comes out of their
26 funds so that is up to them. They okay the bill and I
27 pay it.

28 THE CHAIRMAN: With regard to the title of the
29 pilot house, what happens when a new pilot comes in or
30 one is retired?



1 THE WITNESS: What has been the custom is: he
2 buys the share from the man who retires or if none
3 retired, he buys in a share.

4 THE CHAIRMAN: One-fifth or one-quarter?

5 THE WITNESS: Yes. Generally, through the
6 earnings, but the Commission has nothing to do with that.

7 Q. Is that written down anywhere?

8 A. No.

9 Q. It has been going on like that throughout
10 the years?

11 A. Yes.

12 Q. To the best of your knowledge has there
13 ever been any dispute?

14 A. I know of none, no.

15 Q. What about the mentioned provisions. What
16 does it include?

17 A. Food while in the house.

18 Q. At the pilot station?

19 A. Yes.

20 Q. And you mentioned travel; what is that for?

21 A. Going back and forth.

22 Q. Between what points?

23 A. Between up river and Escuminac Reef.

24 Q. What sort of expenses?

25 A. Taxi fare; \$8 for the fare to go back and
26 forth between the station and Chatham.

27 Q. Between the station and Chatham?

28 A. Yes.

29 Q. Does it include any expenses for private
30 cars used on the job?



1 A. No. Well, yes, it does. One of the pilots
2 - not just coming down, unless they are called for duty -
3 they put in a bill for it.

4 Q. And how much a mile?

5 A. \$8 for the 35 miles.

6 Q. \$8? They put in the same bill as if they
7 had taken a taxi?

8 A. Yes. The regular rate is \$10 but we mostly
9 get the same man to do the taxi driving and he does it
10 for \$8 for the season work.

11 Q. So that is all they get. And office
12 expenses?

13 A. Telephone calls, stationery, and suchlike.

14 Q. And boat funds, less commission. What is
15 boat funds; what is commission?

16 A. \$10 for putting a pilot on board and \$10
17 for taking off; that is \$20 a vessel and that goes into
18 the boat fund for upkeep and maintenance of the boat.

19 Q. And the commission?

20 A. It is collected along with the other and
21 the commission is 5% of that.

22 Q. Which comes to you?

23 A. Yes.

24 Q. So you take 5% commission on total pilotage
25 dues and also boat charge?

26 A. It is included in the total. Five per cent
27 is part of the total.

28 Q. Part of the \$1,778?

29 A. Yes.

30 Q. So you take 5% of the total pilotage



1 revenue and boat charge?

2 A. Yes.

3 THE CHAIRMAN: Excuse me. The revenue deducted
4 on the third line, \$35,564.89, that would include their
5 pilotage dues and boat charge?

6 THE WITNESS: Yes.

7 Q. So, if we wanted to find out the actual
8 pilotage revenue, we would have to subtract from 356 the
9 \$3,530 which represents the boat charge?

10 A. Yes.

11 Q. What do you do with that fund?

12 A. Boat fund?

13 Q. Yes.

14 A. Just deposit it in a savings account in
15 the bank to pay for expenses of the operation of the boat.

16 Q. Yes. And how much did you pay out last
17 year in expenses for the operation of the boat?

18 A. \$3,004.57.

19 Q. What did that include?

20 A. That included - the largest item if boat-
21 keeper's apprentice, \$1,073.06. A new housing - they
22 changed the style of the housing - \$350 for that. And
23 then there was repairs to the machinery, battery, gas and
24 oil, \$240; insurance premium, \$252.

25 Q. May I see that?

26 A. Yes.

27 MR. JACQUES: This gives us much more informa-
28 tion than your annual return and I would like you to file
29 it as Exhibit 312.

30



1 --- EXHIBIT NO. 312: Report referred to.

2
3 THE CHAIRMAN: It is a reconciliation.

4 COMMISSIONER SMITH: While you are pausing, I
5 would like to ask Mr. Walles a question which might be
6 uncovered there.

7 Under the bylaws, as I understand them, the
8 Commission is not empowered to purchase out of the gross
9 revenue annuities. And there is some reference made in
10 the annual report of a year ago, 1961, a statement in
11 that connection. I was wondering if you could elaborate
12 a bit on this and annuities so we would have a complete
13 picture up to date. Is it here?

14 THE CHAIRMAN: Yes, it is.

15 COMMISSIONER SMITH: Thank you.

16 Q. Now, sir, according to Exhibit 312, the
17 chart shows that on January 1st, 1962, you had a balance
18 of \$3,902.26 in your boat fund; is that correct?

19 A. That is correct.

20 Q. Had you done any repairs or expenditures
21 out of that fund for the previous year?

22 A. Yes.

23 Q. And that is the accumulated balance?

24 A. Yes.

25 Q. Would you be able to tell the Commission
26 how much it does cost you a year to operate your boat on
27 the average? I might explain the reason for the ques-
28 tion - is the boat fee collected sufficient to allow you
29 to operate your boat and make allowances for depreciation
30 and, perhaps, the purchase of a new boat when this one



1 runs out?

2 A. You see, we only accumulated an additional
3 \$600 last year. I think I have the previous year. The
4 previous year was \$2,500 under expenses. \$500 more - a
5 little more repairs to the engine.

6 Q. Could we file this one also as 313?

7
8 --- EXHIBIT NO. 313: Report referred to.

9
10 THE WITNESS: The engine is beginning to wear
11 and it won't be long before we need a new engine.

12 Q. How long has it taken you to accumulate
13 this surplus shown in December, 1962?

14 A. \$4,526?

15 Q. How many years?

16 A. I can't say offhand.

17 Q. How old is the pilot boat?

18 A. If I knew that, I could answer that ques-
19 tion.

20 Q. When you took office, was the pilot boat
21 in existence then?

22 A. There was one, but not that one. There
23 has been two smashed up with the storms in the Fall of the
24 year since that.

25 COMMISSIONER SMITH: When you are through with
26 Exhibit 312, I would like to have a look at it.

27 THE WITNESS: In 1955, the balance was \$1,318.
28 Back in 1954, \$881, so since that it has been accumulated.

29 Q. This is quite an increase?

30 A. Yes.



1 Q. Would your records show when this boat was
2 acquired and if so, for what price, and under what terms
3 and conditions?

4 A. Yes. It must have been 1952.

5 Q. In 1952, when you got the new boat, would
6 your records show how much was paid for her?

7 Now, perhaps, sir, not to delay the Commission,
8 you might look through your records and let the Commission
9 know when the boat was built or acquired and at what cost.

10 A. Yes.

11 Q. Is she registered in the name of the
12 Pilotage Authority?

13 A. No.

14 Q. In whose name is she registered?

15 A. I can't tell you that. I guess maybe the
16 name of the pilots. She is not measured, not registered.
17 She is working on a licence.

18 Q. You wouldn't know in whose name the
19 licence was issued?

20 A. I should know. I don't remember offhand.

21 Q. Would you also write to the Commission in
22 that respect and tell the Commission in whose name the
23 boat is owned?

24 A. Yes.

25 Q. Is she inspected by the Steamship Inspec-
26 tion Service?

27 A. No. The insurance man inspects her.

28 Q. The insurance man inspects her?

29 A. Yes.

30 Q. She is insured?



- 1 A. Yes.
- 2 Q. For how much?
- 3 A. I think \$3,500.
- 4 Q. \$3,500. And what type of insurance do
- 5 you carry?
- 6 A. Marine insurance.
- 7 Q. Marine insurance. Does it cover protection
- 8 and indemnity insurance?
- 9 A. P.N.I.
- 10 Q. Public Liability Insurance - have you got
- 11 that?
- 12 A. No. I don't think any public liability.
- 13 Q. Only damage to your own boat?
- 14 A. Yes.
- 15 Q. Including fire and collisions?
- 16 A. And wrecking.
- 17 Q. What equipment have you got on board this
- 18 boat? Has she got a radio telephone?
- 19 A. No.
- 20 Q. Compass?
- 21 A. Yes.
- 22 Q. Echo sounder?
- 23 A. No.
- 24 Q. Is she inspected for life-saving appliances?
- 25 A. Yes. The insurance man looks after that.
- 26 Q. Yes. Has the Commission inspected the
- 27 pilot boat?
- 28 A. No.
- 29 Q. Has the Commission ---
- 30 A. They appoint the captain, Mr. Preston,



1 captain, that he represents them.

2 Q. Has the Commission issued a licence to the
3 pilot of the boat?

4 A. No.

5 Q. I haven't seen among the items listed as
6 expenditure any entry for insurance premium ---

7 THE CHAIRMAN: It is there.

8 Q. --- in the policy.

9 A. It is a pretty stiff premium, I know.

10 Q. Now, sir, you have authority to buy annui-
11 ties for your pilots?

12 A. Yes.

13 Q. And I notice, from your annual return and
14 Exhibit 312, that you were buying an annuity. Would you
15 explain what sort of annuity and what the terms and condi-
16 tions are?

17 A. It is the regular government annuity to age
18 65. It pays \$500 a year, I think.

19 Q. When was that done?

20 A. It was initiated before my time but I have
21 taken in new pilots since I came on, but it was in before
22 my time.

23 Q. Would you explain exactly how it works?

24 A. The Superintendent of Annuities in Ottawa
25 issues the annuity in favour of the pilot and I pay the
26 premium each year.

27 COMMISSIONER SMITH: And the benefit?

28 THE WITNESS: The benefit is direct to him, not
29 through the Commission.

30 Q. Would you know what the benefits are?



1 A. I think -- I have seen them. I have seen
2 the policy, but I don't recall. I think \$500 a year after
3 the age of 65. I don't know for how many years it is
4 granted.

5 Q. Would you look into that and when you are
6 sending along the other information include that, annui-
7 ties and compensations?

8 A. Yes.

9 Q. Now, apart from this annuity, is there any
10 other welfare scheme?

11 THE CHAIRMAN: While you are on the annuity,
12 how much do you pay for that a year and on what basis?
13 Is that all set up?

14 THE WITNESS: It is on one of those statements.
15 It is according to age.

16 THE CHAIRMAN: I see. You provide them with an
17 annuity of \$500 at the age of 65?

18 THE WITNESS: Yes.

19 Q. And does the Superintendent of Annuities
20 in Ottawa tell you what you have to deduct each year from
21 each of them?

22 A. It is set for the balance of the period
23 according to the age. A younger man doesn't pay so much
24 as an older man.

25 Q. And paid out of that fund?

26 A. Yes.

27 COMMISSIONER SMITH: And all get the same
28 amount?

29 THE WITNESS: Yes.

30 THE CHAIRMAN: Paid out of the fund prior to



1 sharing?

2 THE WITNESS: No, paid out of annuity fund.

3 Originally there was so much kept up each year to build
4 up a fund and then ---

5 COMMISSIONER SMITH: Now, it states it is to be
6 paid out of gross revenue.

7 THE WITNESS: Yes. Not now. A percentage was
8 to be retained out of the gross revenue sufficient to pay
9 that.

10 THE CHAIRMAN: Mr. Jacques, would you ask
11 further questions about that fund; where it comes from,
12 how it is built up?

13 MR. JACQUES: I will read the reference section
14 of the bylaw so it will go in the record. Article 28 of
15 the bylaw:--

16 "Each year the Authority shall out of the
17 gross pilotage received set aside for the
18 purchase of Canadian government annuities
19 a percentage of the gross revenue to be
20 determined by the Authority after consulta-
21 tion with pilots. If a pilot for whom an
22 annuity is purchased is compelled to retire
23 before the end of the term specified in his
24 annuity contract no further payments will
25 be made by that Authority. The pilot may
26 continue to make payments if he so desires
27 or surrender his contract."

28 Q. Now, sir, if I understand you correctly,
29 each year - some years ago, you retained, out of the
30 gross revenue, a sufficient amount to buy annuities?



1 A. Yes.

2 Q. Would you explain how come you have
3 created a fund out of these deductions which you made
4 every year? There should not have been any surplus.
5 You were allowed to deduct enough to pay for the annuity?

6 A. A surplus was built up - I don't know -
7 I am not familiar with the original, but I think it
8 started out at 10% of the gross earnings was set aside
9 for this annuity fund. I guess that first year of the war
10 was a big earning year and the 10% was still continued
11 and it amounted to quite a sum that year and it was built
12 up.

13 Q.. You had too much money for the annuities
14 which you were buying?

15 A. Yes.

16 Q. You didn't renew the percentage?

17 A.. No.

18 Q. And this was placed into a separate fund?

19 A. Yes.

20 Q. Separate bank account?

21 A. Yes.

22 Q. Trust account?

23 A. Yes.

24 Q. And now you are paying the annuities out
25 of that fund?

26 A. Yes.

27 Q. Are you still deducting the 10%?

28 A. No, not for quite a number of years.

29 Q. When did you stop deducting the 10%? This
30 is a sound business proposition which cost less now to



1 purchase annuities because you are getting interest on
2 their funds?

3 A. The last year, it was 1949.

4 Q. You stopped deducting anything for annui-
5 ties in 1949?

6 A. Yes.

7 Q. And it has been a self-paying proposition
8 ever since?

9 A. Practically, yes. We don't have to deduct
10 anything since that time. There was \$2,380 in the bank
11 account and \$6,000 in bonds.

12 Q. And these had been purchased out of the
13 annuity fund?

14 A. Yes.

15 Q. And interest-bearing bonds?

16 A. Yes.

17 Q. And who had decided, to the best of your
18 knowledge, to buy these bonds to get interest for that
19 fund?

20 A. The Commission. The Pilotage Commission.

21 THE CHAIRMAN: While we are on the subject, I
22 see the funds now consist of a bond of \$3,000 and one of
23 \$2,000 and one of \$500 plus the balance in cash at the
24 bank, I suppose, which was on the 1st January, 1962,
25 \$1,295.51. And all that is bearing interest which is
26 brought back to the fund?

27 THE WITNESS: Yes.

28 THE CHAIRMAN: And last year you paid in
29 premium \$296.85 and you received in interest \$257.50.
30 You were short of about \$40?



1 THE WITNESS: Yes, that's right.

2 THE CHAIRMAN: I just wanted that in the record.

3 MR. JACQUES: Everybody congratulates you, sir.

4 THE WITNESS: I guess I'd say that in case of a
5 poor year that is the reason they built up the reserve.

6 There used to be pretty poor years when no funds for any-
7 body.

8 Q. A lot of districts could follow your
9 example to advantage. Is there any other welfare plan or
10 scheme available to the pilots?

11 A. No.

12 Q. Group insurance?

13 A. Not through the Commission.

14 Q. Not through the Commission?

15 A. No.

16 Q. Do they benefit from unemployment insurance?

17 A. No.

18 Q. Workmen's compensation?

19 A. No.

20 Q. Do you prepare a T-4 slip for them for their
21 taxes?

22 A. Yes.

23 Q. You do?

24 A. Yes.

25 Q. And what is the name of the employer as
26 shown on the T-4 slip?

9 27 A. Miramichi Pilotage Authority.

28 Q. Do they send over to you TDI forms?

29 A. Yes.

30 Q. Every year?



1 A. If there is any change. We get the new
2 ones this year. There is a change in the form but not
3 every year.

4 Q. Of course, you are quite right. Now, sir,
5 I would like you to file as Exhibit No. 314 two example
6 sheets from your ledger.

7 A. Not pilotage records.

8 Q. Pilotage record, two blank sheets, and
9 would you explain what information is entered on these
10 sheets?

11 A. On the lefthand side, the number of the
12 vessel, numbered consecutively as they come in, and the
13 date and the name of the vessel; whether steam or motor;
14 net tonnage and nationality; name of the consignee or
15 shipper in or out; draught inward and outward; name of
16 pilot inward and outward, and, on the righthand sheet,
17 there is a space for removals, from and to; name of
18 pilot; amount of inward pilotage and outward pilotage,
19 and amount for removals and extra services, put boat fund
20 in that, and total pilotage and a space for any remarks.

21 Q. What you call removals on these sheets is
22 shifting ships?

23 A. From one berth to another.

24 Q. Within the district?

25 A. Yes.

26 Q. Now, sir, you mentioned other charges or
27 amount for extra services?

28 THE CHAIRMAN: Are these two sheets the same
29 thing?

30 MR. JACQUES: No, one right and one left. We



1 might mark one, 1, and the other one, 2.

2 THE WITNESS: The first side is the same as the
3 other side.

4 COMMISSIONER RENWICK: Removals is what we have
5 been talking about as moves?

6 MR. JACQUES: Yes.

7 Q. Would you explain what entries you made
8 for extra services? What are extra services?

9 A. Generally, that is the \$20 or \$10 or \$20,
10 whatever it happens to be, for boat service; a pilot
11 detained only gets a little extra for that and clear of
12 that is all boat service.

13 Q. Do the pilots provide linesmen to take
14 lines when docking the ships?

15 A. No, that is separate. I don't have any-
16 thing to do with that.

17 Q. Now, sir, I would like you to file as
18 Exhibit 315 a copy of your pilot's report inwards and
19 outwards. As 316, a copy of your invoice and as Exhibit
20 317, copy of your certificate to the collector of customs.

21 THE CHAIRMAN: That is a new one.

22 MR. JACQUES: Exhibit 315 contains the usual
23 information concerning the name, nationality, tonnage of
24 the ship and what the pilot has done.

25 Q. Do you ever check any tonnage given you
26 by the pilot?

27 A. No, I don't have any means of checking
28 that. I have checked, yes, when the pilot thought he
29 wasn't correct. I have occasionally checked, once or
30 twice, and they couldn't give me any information, but



1 apart from that I have no means of checking. I have no
2 registry of the ships at all.

3 Q. Do you have any difficulties collecting
4 bills?

5 A. Very rarely. Some of them are slow.

6 Q. Have you ever lost money?

7 A. No. I never had - I had to chase a boat
8 around the coast quite a while before I got paid. I had
9 to find out where it was sent - who it was sent to.

10 Q. Would you give explanation on Exhibit 317
11 which is your - I don't know what you call it.

12 A. I think it is, "Rules to the collector of
13 customs."

14 Q. Would you explain the purpose of this
15 document?

16 A. The vessels don't -- the pilotage isn't
17 always paid when they are ready to sail. Most of them
18 are billed out afterwards and the customs officer has to
19 be sure that I have no claim against the boat, that I
20 want it held, so we fill this in and sign and show inward
21 pilotage and moves and so on and give it to the captain
22 or the agent and he takes it to the customs and the ship
23 gets clearance.

24 Q. So if you include the outward pilotage on
25 317 it would be before leaving?

26 A. Very few be before leaving. The agents
27 guarantee the bill and I send the bill to the firm.

28 Q. And you give them this clearance?

29 A. Yes.
30



1 --- EXHIBIT NO. 314: Two example sheets from pilotage
2 record.

3 --- EXHIBIT NO. 315: Copy of pilot's report, inwards and
4 outwards.

5 --- EXHIBIT NO. 316: Copy of invoice.

6 --- EXHIBIT NO. 317: Rules to the collector of customs.

7 Q. Now, sir, your bylaw provides you have the
8 protection of the pilots and you may make orders for the
9 effective service of the district. Have you had any
10 problem with the pilots; disciplinary problem or administra-
11 tive problem with any of the pilots?

12 A. No, I have been very fortunate.

13 Q. Have you ever been obliged to take disci-
14 plinary action against any pilot?

15 A. Yes, there was one. He is not living now.

16 Q. How many years ago?

17 A. It must be ten years ago or so.

18 Q. What was the nature of the problem?

19 A. Drinking.

20 Q. Drinking. Have you any evidence of drinking
21 now among your pilots?

22 A. No.

23 Q. None?

24 A. No.

25 Q. Now, sir, your bylaw in Section 9, para-
26 graph 3, states that after making various deductions out
27 of the gross revenue you shall compute the shares of a
28 pilot in such net revenue on the basis of time worked by
29 each during the month. What do you take the words "basis
30 of time worked" to mean?



1 A. I never pay them all that is earned at one
2 time until the end of the season.

3 Q. Why?

4 A. Because you don't know, it might be a lean
5 month and they would be hard up.

6 Q. In the following month?

7 A. Yes, so I have to provide for income tax.
8 I guaranteed the Department a certain remittance every
9 month.

10 Q. Is it share-and-share-alike after all deduc-
11 tions?

12 A. Yes. Before I take out income tax.

13 Q. Do you inquire whether one has worked more
14 than the other?

15 A. No. I know pretty well what they work.
16 They bring their reports in to me.

17 Q. And you can tell?

18 A. Yes.

19 Q. Is the work pretty well spread out among
20 the pilots?

21 A. Yes.

22 Q. Would their work be done more often at
23 night than daylight hours?

24 A. There hasn't been too much night piloting.
25 They haven't facilities for night piloting.

26 Q. What facilities would you have to have?

27 A. Lights, lighted buoys, and lighthouses and
28 so on.

29 Q. And has this ever been discussed with the
30 Department of Transport?



1 A. Yes. It was discussed this Spring. The
2 agent was here from Charlottetown in the Spring.

3 Q. Was he here because you requested him to be
4 here?

5 A. Yes.

6 Q. And do you think you will be able to have
7 night navigation here?

8 A. Eventually, I presume. He didn't promise
9 too much. He said it takes about three years to get buoys
10 and didn't promise too much.

11 COMMISSIONER SMITH: You are with the Charlotte-
12 town agency?

13 THE WITNESS: Yes, sir.

14 Q. Who receives the notice of requirements of
15 pilots from ships?

16 A. I am supposed to get them.

10 17 Q. Who does?

18 A. Generally me, I guess. Sometimes they
19 telephone to the pilot house some ships are coming.

20 Q. In the majority of cases do they go through
21 you or direct through the pilots?

22 A. Since we had a telephone down there, I
23 guess half of them go down there but the outward I get all
24 the requests for that, outward.

25 Q. Where is your office; in Chatham or New-
26 castle?

27 A. Chatham.

28 Q. And outward bound they come through you?
29 Agents know you and telephone you?

30 A. Yes.



1 Q. How much notice do you require for incoming
2 traffic and outgoing traffic?

3 A. Sometimes you don't get very much notice.

4 Q. But how do you set down any particular
5 regulations?

6 A. We told them 12 hours notice but they can't
7 give you that, apparently.

8 Q. You never get it?

9 A. No.

10 Q. What is the usual notice you get?

11 A. Perhaps three hours. They never know
12 whether they are going to finish loading the boat this
13 afternoon or not till the next morning. You know they are
14 supposed to be loaded but don't know if they will and
15 maybe they will get loaded and want a pilot.

16 Q. What about incoming traffic?

17 A. Overseas the boat gets a 90-hour message;
18 an agent gets generally 90-hour advice and they can relay
19 that to you from Charlottetown. Don't have very long -
20 most of them send messages right to the pilot house.

21 Q. In your experience can you tell whether
22 there are any ships which pay pilotage dues and do not take
23 a pilot?

24 A. No.

25 Q. Never?

26 A. Not to my knowledge.

27 Q. Not to your knowledge?

28 A. No.

29 Q. Do you know if any ships come in here
30 without pilots?



1 A. Not in recent years.

2 Q. Even small ships?

3 A. Small vessels, under regulation 250-ton,
4 I wouldn't have any record of them.

5 Q. Would you look through your records and
6 find out if vessels under 250 tons have taken pilots, say,
7 in the past two years?

8 A. Yes.

9 Q. If you find out any, we would appreciate
10 knowing the name of the ship and all pertinent information,
11 because there might have been a particular reason for that.

12 A. Small boats from the St. Lawrence come down
13 for creosote timber for the new railway and the first trip
14 in they take a pilot. Sometimes they are under 250 tons.
15 Occasionally a tug boat which, unfortunately, isn't fami-
16 liar, will take a pilot.

17 Q. Strangers?

18 A. Yes.

19 Q. But when they become familiar do they keep
20 on taking a pilot?

21 A. No.

22 Q. Among your pilots would you know what their
23 qualifications are - if any have a certificate of compe-
24 tency as master or mate?

25 A. There aren't any.

26 Q. To the best of your knowledge where did they
27 obtain their knowledge of ships? Did they all serve
28 apprenticeship here?

29 A. Yes.

30 Q. How many years do you require normally?



1 A. Four years.

2 Q. Do you think that this is too long or too
3 short a period of time?

4 A. It depends on the man.

5 Q. Do you think that it would be wise to have
6 a flexible period of time?

7 A. I would say yes and no. If you set a prece-
8 dent and one man go through with three years and another
9 man, who hadn't the same adaptability, you are going to
10 make the other man feel bad.

11 Q. Does the Commission check into the apprentice-
12 ship system to find out whether the apprentice has made
13 any trips up and down river and, if so, how many? On what
14 types of ships?

15 A. I don't keep a record of how many but I
16 know they do. I know personally. I guess, perhaps, some
17 of the members of the Commission do also, but I know
18 because I see them generally.

19 Q. Now, the pilot to which the apprentice is
20 apprenticed, does he make any written report on him to you?

21 A. When he is recommending him for considera-
22 tion, for a licence.

23 Q. But is recommendation in writing or verbal?

24 A. In writing.

25 Q. Which is it?

26 A. In writing.

27 Q. Do you keep these recommendations?

28 A. I don't know where they are.

29 Q. I am not asking you to file them. I just
30 want to know whether you keep them.



1 A. I can't say for sure. I think probably
2 they are-- at least there is a record in the minutes of
3 it. I am not sure I kept the actual papers they are
4 written on.

5 Q. Do you issue an apprenticeship licence?

6 A. Yes.

7 Q. What period of years?

8 A. For the one year.

9 Q. Does he get the same salary as the other
10 pilot that is on probation?

11 A. All depends on what he is doing. The
12 custom has been the first year he would get half a share.

13 Q. And would he be limited in the type of
14 vessels he could pilot?

15 A. Yes, certain draught.

16 Q. Do you know what it is?

17 A. Nineteen feet, I think. That was last
18 year - we do ---

19 Q. Anything over 19 feet he doesn't touch?

20 A. No, he shouldn't.

21 Q. He doesn't touch?

22 A. No.

23 Q. Will he be limited to time of piloting a
24 ship? Would he be able to pilot at night?

25 A. No. We have never had any night piloting
26 to speak of so the question never came up.

27 Q. During his probationary period would he be
28 required to make a fixed or minimum number of trips?

29 A. He takes his turn as far as he is able to
30 in the inward.



1 Q. Now, who examines him?

2 A. The Commission appoints an examining
3 committee.

4 Q. And who formed that examining committee?

5 A. I think, generally, some of the other
6 pilots.

7 Q. The other pilots?

8 A. Yes.

9 Q. Would you be sitting on that committee?

10 A. No.

11 Q. How many members would there be?

12 A. I am not too sure whether two or three;
13 perhaps two.

14 Q. A pilot. Would there be a member of the
15 Commission?

16 A. I don't think there has been a member of
17 the Commission - not lately.

18 Q. And who else would be on that?

19 A. Two pilots.

20 Q. They would examine the pilots themselves?

21 A. Yes.

22 Q. Do they keep any record of the subjects on
23 which they examine the pilot?

24 A. I have never seen any records.

25 Q. After the Board has examined the pilot do
26 they report to you?

27 A. Yes.

28 Q. What kind of report do they make?

29 A. They have examined him and found him satis-
30 factory and qualified to carry on his pilotage duties.



1 Q. These are the only comments he would make?

2 As regards vacation and leave of absence, do you look
3 after that for the pilots?

4 A. I suppose it would have to be referred to
5 the Commission. I wouldn't have any authority, I don't
6 think, to grant it.

7 Q. Have they got any vacation?

8 A. They have vacation, yes, but the port
9 closes down in December and doesn't open until the 1st of
10 May and that is their vacation without pay.

11 Q. To the best of your knowledge - what is
12 that?

13 A. Without pay.

14 Q. To the best of your knowledge are the
15 pilots otherwise employed during the season?

16 A. No.

17 Q. They are not?

18 A. No.

19 Q. Now, sir, you have heard the evidence given
20 by your master pilot. Do you think that we have left out
21 anything worthwhile concerning pilotage here in the Mira-
22 michi River; anything important?

11 23 COMMISSIONER SMITH: Might you ask the witness
24 if he has any suggestion to offer with regard to the
25 improvement of the pilotage in this district or the safety
26 of it, or any other matters connected with pilotage here?

27 THE WITNESS: The recommendation that the pilots
28 have made to the Commission ---

29 Q. Read that into the record, please. It was
30 made in the Spring of 1963 by the pilots?



1 A. Yes.

2 Q. Yes?

3 A. "That the buoys presently in use at
4 Sheldrake Island to the bar be replaced by larger and
5 brighter lights. It says masters of vessels have
6 complained that they do not show sufficient light.

7 No. 2. That Hayes ----"

8 THE CHAIRMAN: Is this on account of the lights
9 in the background or what?

10 THE WITNESS: Apparently, yes.

11 MR. JACQUES: "Range lights from Leggatt shoal
12 and the Mill Bank range lights be placed on stands so
13 they will show clearly above the trees.

14 No. 3. That the woods on the east side of Napon
15 Range be cleared further back to permit a clearer view.
16 In heavy weather they are difficult to see as at present.

17 No. 4. That Cheval, Mill Bank, Hayes and Moody
18 Point lights be changed from white to green lights. With
19 so many electric lights and car headlights it is difficult
20 to distinguish ranges now.

21 No. 5. That all lighthouses be painted orange
22 colour similar to those on the St. Lawrence River.

23 No. 6. That red lighted buoy be placed on the
24 outer turn of the cut at Grand Dune; with the Grand Dune
25 light and the head of Fox Island lights in one.

26 No. 7. That three lighted buoys be placed as
27 follows: one red lighted buoy at the Swashway;
28 one black lighted buoy opposite the dredge
29 channel buoy;
30 one black lighted buoy opposite the Fairway



1 buoy."

2 Q. Now, are these the only recommendations
3 which the pilots have made?

4 A. I think - let me see now. Yes, they made
5 a recommendation last year to have the pilotage rates
6 amended to provide an additional fee of \$25 for each
7 passage of a vessel through the Morrissey Bridge. The
8 Commission didn't approve of that.

9 Q. I see. This Commission - does it meet
10 regularly?

11 A. It meets - an annual meeting, and more
12 frequently if required, if necessary.

13 Q. Last year did you have any meeting apart
14 from your annual meeting in 1962?

15 A. No, just the annual meeting.

16 Q. At this annual meeting do they approve
17 your financial statements such as were filed as Exhibits
18 312 and 313?

19 A. That was for 1962 meeting. In February,
20 1963, they approved that.

21 Q. Do they make a practice of approving those
22 statements?

23 A. Yes.

24 Q. They do?

25 A. Yes. Each one gets a copy and they look
26 them over and study them.

27 Q. Do the members actually meet together for
28 the annual meeting?

29 A. Not all. I think there were only three
30 last year.



1 Q. But all were convened?

2 A. All notified, yes.

3 Q. Without mentioning any names I would like
4 to know whether politics plays a role in the choice of the
5 Commissioners or the choice of the pilots?

6 A. Not to my knowledge.

7 Q. Not here?

8 A. Not to my knowledge. Nothing in the choice
9 of pilots. I don't know ---

10 Q. But you have never heard of that?

11 A. No, sir.

12 MR. JACQUES: Thank you very much.

13 COMMISSIONER RENWICK: One question, my lord.
14 Under the tariff I notice there is mention of 3 cents per
15 ton. That, I presume, is net?

16 THE WITNESS: Yes.

17 COMMISSIONER RENWICK: And I notice and I hear
18 that you assess detention and under the bylaw there is
19 no item for that. On what basis do you assess detention?

20 THE WITNESS: It has always been customary.

21 COMMISSIONER RENWICK: On a standard fixed basis?

22 THE WITNESS: Yes, \$5 is what they charge.

23 COMMISSIONER RENWICK: Thank you. Five dollars
24 an hour?

25 THE WITNESS: Yes. If it is only an hour or so
26 we don't bother about it, but if it is any longer length
27 of time - we never had any set period. If I might mention
28 it, there is some difficulty in the late Fall of the year.
29 Ice comes here and you can't take the boat out and the
30 vessels are coming and sometimes - last year we held the



1 boat up and the ice came and it went away and launched the
2 boat again for two tankers coming and charged them \$75 for
3 one and \$50 for the other and they agreed to it beforehand,
4 extra for handling the boat.

5 THE CHAIRMAN: The Commission decided that?

6 THE WITNESS: The owners of the vessels or
7 agents agreed to it first, otherwise they would have to
8 fly a man to Charlottetown and bring him here and go back
9 and bring him back and cost a lot more.

10 THE CHAIRMAN: That was good co-operation.

11 THE WITNESS: And there is no set time when the
12 Commission - when the piloting season is over. It is kind
13 of in the air. It is a difficult problem whether you
14 should provide service right up to as long as a boat is
15 able to come in or a certain time, say, the season is
16 closed.

17 THE CHAIRMAN: You just mentioned a few minutes
18 ago that the pilots last year made a recommendation for
19 increase in rates.

20 THE WITNESS: Yes.

21 THE CHAIRMAN: For the ships coming above the
22 Morrissey Bridge?

23 THE WITNESS: Yes.

24 THE CHAIRMAN: And you said it has not been
25 approved. Do you mean by the local Commission?

26 THE WITNESS: Yes. They disapproved.

27 THE CHAIRMAN: Disapproved?

28 THE WITNESS: Yes, disapproved.

29 THE CHAIRMAN: Now, you mentioned that the
30 basis for the sharing of the dues or income is based on



1 time worked. You said it is divided equally and we can
2 see that from your report last year the amount was shared
3 equally to the last cent.

4 THE WITNESS: Yes.

5 THE CHAIRMAN: Just for my own information,
6 what happens when a pilot is unable to pilot for a few days
7 or a few weeks; if it happened?

8 THE WITNESS: Well, I suppose -- another case
9 where it did happen I know of, the rest of the pilots came
10 to me and told me to give him his full share and that is
11 what I did.

12 THE CHAIRMAN: Co-operation among themselves for
13 illness.

14 THE WITNESS: Yes, for illness.

15 COMMISSIONER SMITH: A very fine thing.

16 THE WITNESS: They are a good bunch of men, I
17 would say.

18 THE CHAIRMAN: Now, about co-ordinating all the
19 work at the wharves for stevedores and linesmen and
20 pilots; is there anybody who co-ordinates all that?

21 THE WITNESS: No.

22 THE CHAIRMAN: The agent looks after that?

23 THE WITNESS: Yes.

24 THE CHAIRMAN: And if there would be any delay
25 on one thing on account of lack of notice and so on, you
26 would charge detention?

27 THE WITNESS: If it was not, for a couple of hours,
28 you wouldn't.

29 THE CHAIRMAN: With regard to when you need a
30 new apprentice, what is the procedure for calling for



1 candidates?

2 THE WITNESS: We have been in the habit of
3 advertising but I might say we never get any results so
4 generally get the pilot to scout around and see a fellow,
5 sometimes hanging around and a little interested.

6 FURTHER DIRECT EXAMINATION BY MR. JACQUES:

7 Q. According to your 1962 report, the Imperial
8 Halifax grounded November 27th, 1962; is that correct?

9 A. Yes.

10 Q. Do you have any information as regards the
11 grounding?

12 A. There was ice up there that time and she
13 lost her way.

14 Q. Where?

15 A. Between Newcastle, above the Morrissey
16 Bridge near to the middle. She was only stopped for a
17 few hours when the tide came. She didn't take any damage
18 and the captain didn't even report it.

19 Q. During daylight hours?

20 A. Yes.

21 Q. And there was ice?

22 A. Yes.

23 Q. Was the weather fine apart from that?

24 A. Yes.

25 Q. No wind?

26 A. No.

27 Q. Would you ask your Commission to consider
28 seriously the problem of pilotage here and write to the
29 Commission if any recommendations are to be made? Even
30 if no recommendations to make, ask them to write and let



1 us know.

2 A. Yes, sir. The Chairman is here.

3 MR. JACQUES: Mr. Chairman, would you please
4 gather your members together and answer this last question
5 at your convenience?

6 MR. BURCHILL: Yes.

7 MR. JACQUES: Mr. Chairman, would you like to
8 address the Commission on any point concerning pilotage
9 here?

13 10 MR. BURCHILL: Well, your lordship and gentlemen,
11 this Pilotage Commission - Pilotage Authority - has more
12 or less grown up from the days when Mr. Walles' father
13 took a schooner out.

14 I became a member - I think they appointed me
15 Chairman 15 years ago, and we have been very fortunate
16 here in that we have had a Secretary-Treasurer who does
17 about 90% of the work. When I became a member I looked
18 through the bylaws to see what the duties of the Authority
19 were, and I still don't see that they are very clearly
20 stated. I think there are two things we are supposed to
21 do, but the way we operate here, if it is of any interest
22 to the Commission, the Authority feel it is their respon-
23 sibility to see that we have a sufficient number of quali-
24 fied pilots to serve the port without having too many, in
25 order that the pilots receive the proper remuneration
26 without increasing the port charges too much.

27 Our pilots in the past - I have always felt -
28 have been underpaid. Going back 15, 20 or 30 years ago
29 I think it was fairly common practice then for these
30 gentlemen to work, fish and so forth, the minute they



1 were through in the Fall until the Spring. Now, the
2 season has lengthened, I think we have ships pretty close
3 to Christmas, and the responsibilities are stretched out.
4 The ice is clear here about the third week of April but
5 from the 1st of April they have to be on board to get the
6 boat ready so they can't be expected to take up other
7 duties, we don't think, on the Commission.

8 I, personally, like to keep tabs on the pilots
9 and discuss their problems with them. We are shippers
10 here and know all the pilots personally. As a matter of
11 fact, all the members of the Pilotage Authority are
12 shippers and, I think, they all know the pilots pretty
13 well, personally. If they have any problems they wish to
14 discuss with us, they contact me personally. Mr. Preston
15 might call me or come and see me if he has some problem.
16 Fortunately, during the years - 15 or 20, or whatever I
17 have been on the Commission - we have never had any case
18 whereby the pilots have asked for backing for instance,
19 in connection with any problem with our Secretary-Treasurer
20 although our Secretary-Treasurer comes to the Commission.

21 If the Secretary-Treasurer has any problem he
22 usually contacts me and we discuss the problem or discuss
23 the other particulars informally unless we feel it warrants
24 a meeting to do it at a later date fully.

25 Now, I don't think there is anything else I can
26 add. As I say, fortunately I will probably be retired
27 about the same time as Mr. Walles, so I won't have the
28 job of steering this thing under a less efficient man, or
29 a new man. I don't know who he is going to be. As a
30 matter of fact, you mentioned two or three things, method



1 of choosing pilots - we feel that the pilots that we have
2 are the proper persons to decide or advise us in connection
3 with new men. We have advertised in the past but through
4 personal investigation or discussion with pilots for one
5 reason or another, we have never had anything that was too
6 satisfactory and we therefore depend to a great extent on
7 the pilots.

8 The question of examination came up and it
9 seems to me in the bylaws the Authority has a fair amount
10 of leeway to hide behind, and that we have not been very
11 formal, I think we know because we have excellent pilots,
12 but don't think we are very formal in the method of
13 examining these pilots, so to speak.

14 As I say, since I have been there, I personally,
15 and Mr. Walles, know these apprentices and I discuss their
16 progress with the pilots, because I happen to be interested
17 in the thing and we are in the shipping business; we see
18 the pilots as they bring ships to our door and can tell
19 from the captain how the pilots handle the ships and dock
20 them and so forth and in that way we have kept a pretty
21 fair tab on the efficiency of the pilots and I think they
22 are efficient.

23 I did bring up a point at one of the meetings
24 in connection with remuneration. I have, rightly or
25 wrongly, had it in the back of my head there should be
26 something in our bylaws to level out these periods of low
27 returns to the pilot and high returns. Last year I have
28 their returns - I may be wrong - I know they are the
29 highest they have been since I have been associated with
30 the Authority and even at that I don't think they are too



1 high. They have a lot of responsibility. If, for
2 instance, as happened a few years ago, the steel mines
3 market conditions stopped their shipment of ore and there
4 isn't any indication, I can see the petroleum products
5 will lessen. I have discussed this with the Department
6 of Transport. I have had representatives here to discuss
7 that with us in accordance with the safety and aids to
8 navigation and also with regard to the importance of the
9 Port of Newcastle and the dock and so forth and there isn't
10 any indication that will happen, but it could happen.

11 I wonder if we should have some method of
12 evening up these pilots so they won't have one good year
13 and one bad. Last year the general business trend has not
14 been as good on the Miramichi River but doesn't reflect on
15 the pilots. There have been years when business was good
16 on the river but pilots' wages were not so high. As a
17 matter of fact, one reason I don't have any brief here,
18 there is nothing to suggest from the shipper's point of
19 view. I haven't heard any complaints. Our company is a
14 20 shipper and the pilots - their complaints are very
21 reasonable. I don't know what to suggest to improve the
22 situation.

23 COMMISSIONER SMITH: Mr. Burchill, would you
24 mind a question?

25 MR. BURCHILL: Not a bit.

26 COMMISSIONER SMITH: There has been some
27 evidence the pilots requested an increase in dues in
28 pilotage through, I think, and beyond the Morrissey Bridge
29 at Newcastle which the Commission refused to grant.

30 MR. BURCHILL: Yes, sir. I don't mind a bit.



1 This is a new company that you speak about, sir, and
2 depending on the political activity there has been
3 been from three million up to fifty and the latest reports,
4 I see, is fifteen million for the next two years. This
5 company was just in the process of being - the Government
6 was just in the process of negotiating with this company
7 to start this business - and we felt that right off the
8 bat if we allowed an increase in pilotage dues it might
9 look as if we were sort of taking advantage of this
10 possible increase in the number of ships.

11 Another reason was I was, at that time, closely -
12 I was associated privately with the manager of the pulp
13 mill - and they were this way and that way as to how much
14 fuel oil they would use and how much coal. We didn't want
15 to put a damper on that until it was more stable.

16 We had no objection to \$5 a move through the
17 bridge - it doesn't mean a thing - but felt as long as we
18 had all the other docks in the same relationship and all
19 practically of the same business, we'd better leave it as
20 it was.

21 There was also another reason: as you know, there
22 was a movement on to have our draught increased and we felt
23 if this happened we would have a great many things to take
24 before the Department of Transport as we did this Spring
25 in connection with lights and navigation. If this company
26 was at the stage where it may get - and if our own plywood
27 business - we have been trying to develop a market overseas
28 for plywood - and if all these come about and night naviga-
29 tion, we would have a lot of requests to make. I didn't
30 think a little one should be made at this time until we see



1 what the general survey of the river would be.

2 THE CHAIRMAN: Thank you very much. We think
3 the evidence we gathered here has shown the Commission,
4 Secretary-Treasurer and pilots are well aware here of
5 their obligations and take their duties seriously. It is
6 very gratifying for this Commission to meet such a satis-
7 factory situation and we wish to congratulate you people
8 for your good administration and co-operation of the
9 district. Thank you very much.

10

11 --- Whereupon the hearing adjourned until
12 3 p.m.

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ROYAL COMMISSION

ON

PILOTAGE

HEARINGS

HELD AT
ON BOARD
C.D. HOWE
MIRAMICHI

- AND -

RICHIBOUCTOU

VOLUME No.: 7 CDH

DATE:

May 23, 1963

OFFICIAL REPORTERS
ANGUS, STONEHOUSE & CO. LTD.
BOARD OF TRADE BLDG.
11 ADELAIDE ST. W.
TORONTO

364-5865

364-7383



1
2 ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE.

3
4
5 PRESENT: HONORABLE YVES BERNIER, J.S.C.

6
7 Commissioners:

8 ROBERT KNOWLTON SMITH, Esq.

9 HAROLD ALEXANDER RENWICK, Esq.

10 MR. MAURICE JACQUES, Attorney

11 ON BOARD S.S. C.D. HOWE, Miramichi,
12 9:00 A.M.
13
14

15 On the twenty-third day of May, the year
16 nineteen hundred and sixty three:
17

18 LOUIS ARMAND GAGNON, age 53, supervising
19 clerk, being duly sworn on the Holy Evangelists, doth depose
20 and say:
21

22 EXAMINED BY MR. MAURICE JACQUES,
23 Counsel for the Commission:

24 Q. For the Department of Transport?

25 A. For the Department of Transport, marine
26 services, Quebec.

27 Q. Have you received, Sir, any complaints from
28 the pilots as regards aids to navigation in Gaspé, Chandler,
29
30



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

L.A. GAGNON,
Inquiry,
EX. - 576

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Dalhousie, Campbellton, Bathurst, Caraquet and Miramichi Bay,
if Miramichi Bay is within your district - is it?

A. No.

Q. You go as far as Caraquet?

A. Caraquet, Miscou, Shippigan, including
Miscou harbour, to the point of Miscou Island.

Q. You include Gaspé also?

A. Yes. - Yes, we received a few complaints:

At Gaspé, we have a wreck there, since last
Winter, the Marsoui wreck.

It will be removed from the vicinity of
Sandy Beach wharf and demolished elsewhere on the beach by the
Foundation Company. I think the Foundation Company is there
now.

Restigouche River, between Dalhousie and
Campbellton, a survey and check-up is now being made regarding
the buoys, if they are in good position.

Recommendation has been sent to Ottawa last
week to change two spars by two lighted buoys with radar reflectors
one at Oak Point, it is the turning point of the range to the
East, and one at Battery Point Eastward from Campbellton.

The Bon-Ami light near Dalhousie harbour,
our programme is to build another tower, a flashing light can
be installed, a coloured light, to distinguish it with the
background lights.



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

L.A. GAGNON,
Inquiry,
EX. - 577

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2
3 A fog whistle has been installed in
4 Dalhousie, in 1962. It was requested by the pilotage.

5 At Bathurst, requests have been received
6 to install ranges of lights to enter the harbour at night.

7 A survey will be made in June 1963 to
8 establish probably four ranges of lights.

9 We cannot install lighted buoys in the
10 channel to Bathurst on account of rafts of pulpwood passing
11 over the actual wooden spar buoys two or three times every
12 week.

13 Accordingly, ranges of lights are in order.

14 One raft of pulpwood holds about 4,000
15 cords.

16 Caraquet and Shippigan area, dredging is
17 in the programme for 1963, at Caraquet, by the Department of
18 Public Works, St-John and Bathurst, if funds are available.

19 The main range of lights at Caraquet will
20 be converted to electric in 1963.

21 Pokesudi light entrance to Shippigan will
22 also be converted to electric.

23 A few lighted buoys will replace spars in
24 1963, about six altogether, in Shippigan and Caraquet channels.

25 We will also install at Caraquet two Winter
26 steel spars to aid the fishermen after the lighted buoys are
27 lifted.
28
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ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

L.A. GAGNON,
Inquiry,
EX. - 578

1
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3 At buoy 17G, entrance to Caraquet and
4 Shippigan, some weight was added at the base of the buoy to
5 straighten it, but not good enough yet. We will change that
6 buoy at first opportunity.

7 We have a gas light at big Shippigan;
8 last Spring, we received an estimate from the New Brunswick
9 Electric Company to install an electric line there. We expect
10 to change that light with a better light and improve the
11 Shippigan Eastern end range at the same time.

12 Our programme is to improve the Shippigan
13 West entrance and Shippigan gully ranges.

14 Our programme is to make a survey at Lamek
15 Bay and little Lamek.

16 Another range, probably, will be installed
17 in 1964 at Young's wharf, Caraquet, near Bathurst.

18 Belloni Point was improved last 1962.

19 Douglas Island was also improved.

20 Q. What do you mean by "improved"?

21 A. At Douglas Island, we had an oil lamp there,
22 first of all, we installed an acrylic lantern, which is better,
23 it is on batteries.

24 After we had the line, Hydro line installed,
25 placed there, and Aviation beacon, the same as we have on the
26 light ship entrance to Saguenay Cap-Bon-Désir. That is near
27 Les Escoumains.

28

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ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

L.A. GAGNON,
Inquiry,
EX. - 579

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3 Q. Were these steps which are taken or which
4 are planned are to cover most of the requests made by the pilots
5 in the above mentioned districts?

6 A. Maybe not all of them, but with surveys and
7 our co-operation with the Department of Public Works at St. John,
8 we hope to get all those imperfections.

9

10

11

AND FURTHER DEPONENT SAITH NOT.

12

13

14

I, the undersigned, Court Reporter,
hereby certify that the above evidence
is a true transcript of my shorthand
notes.

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G. OSCAR BOISJOLY,
Court Reporter.

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1
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3
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9 MR. MAURICE JACQUES, Attorney.

10
11 ON BOARD S.S. C.D. HOWE, Miramichi,
12 9:00 A.M.

13
14
15 On the twenty-third day of May, the year
16 nineteen hundred and sixty three:

17 THE PRESIDENT:

18 Well, gentlemen, before we start, I will
19 just tell you in a few words why we are here: First, we are
20 very pleased to be in your district, in the Miramichi district,
21 and as you know, we have been requested by the Government of
22 Canada to find out the facts about pilotage in Canada, we have
23 been requested by the Government of Canada to find out what is
24 the picture of pilotage, and we have been all across the
25 country, and this is part of our task here, on the New-Brunswick
26 coast. We have to find the facts, and therefore we have come to
27 the people who live the facts. You are part of them, as far as
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Miramichi is concerned, you are them.

Therefore, any information you may give us will be much appreciated, and if, for instance, after we are gone you find something else that should have been brought to our attention, please write us in Ottawa. You could meet us somewhere else in other sittings, or at least write us in Ottawa to tell us what kind of recommendations or facts you think might be worth reporting to us.

- - - - -

JOSEPH STANLEY PRESTON, age 68, being duly sworn on the Holy Evangelists, doth depose and say.

EXAMINED BY MR. MAURICE JACQUES,
Counsel for the Commission:

Q. You have been a pilot here in Miramichi since 1920, I believe. Is that right?

A. 1920 is right, Sir.

Q. Before becoming a pilot, did you go to sea?

A. No.

Q. Where did you learn your trade?

A. Well, in the pilot schooners, there.

Q. In the pilot schooner. And how long did you serve on the pilot schooner?



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TORONTO, ONTARIO

J.S. PRESTON,
Inquiry,
EX. - 581

- 1
- 2
- 3 A. Four years.
- 4 Q. Four years. And what did you do?
- 5 A. Well, back and forth with the pilots, when
- 6 the schooner is going up and down the river.
- 7 Q. You were on the schooner, and you went up
- 8 and down the river. Is that it?
- 9 A. Yes Sir.
- 10 Q. And what did you do on the schooner?
- 11 A. Well, I tended out on the schooner, like I
- 12 done the cooking, and I took care of the schooner.
- 13 Q. Did you handle the schooner?
- 14 A. Well, at times, some.
- 15 Q. And was that schooner confined to Miramichi
- 16 river all the time?
- 17 A. Yes Sir. There was two all the time, and
- 18 each took a week about up and down the river.
- 19 Q. And is this where you learned the trade?
- 20 A. Yes, sailing up and down, back and forth on
- 21 the river with the schooner, Like.
- 22 Q. Did you learn about the lights and the buoys?
- 23 A. Yes.
- 24 Q. And currents?
- 25 A. Yes.
- 26 Q. And the depth of water?
- 27 A. Yes.
- 28
- 29
- 30



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TORONTO, ONTARIO

J.S. PRESTON,
Inquiry,
EX. - 582

- 1
- 2
- 3 Q. And who taught you all that on the schooner?
- 4 A. Captain Wallace.
- 5 Q. What was he?
- 6 A. He was a pilot.
- 7 Q. He was a pilot?
- 8 A. Yes Sir.
- 9 Q. And you did that for how many years?
- 10 A. Four years.
- 11 Q. Four years?
- 12 A. Yes.
- 13 Q. And then, you became a pilot?
- 14 A. Yes Sir.
- 15 Q. Did you serve any apprenticeship period,
- 16 or probationary period when you became a pilot?
- 17 A.
- 18 Q. When you got your licence, were you allowed
- 19 to go aboard any ship and pilot them?
- 20 A. Well, yes.
- 21 Q. You were?
- 22 A. Yes.
- 23 Q. And where did you learn how to place a
- 24 ship alongside a dock and move her away from the dock?
- 25 A. Well.....
- 26 Q. Did you have steamships in those days coming
- 27 in?
- 28
- 29
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TORONTO, ONTARIO

J.S. PRESTON,
Inquiry,
EX. - 583

1

2

3 A. We had some steamships; most of them were
4 sailing vessels.

5 Q. Sailing vessels, but you had steamships
6 coming in?

7 A. We had steamships, yes.

8 Q. And when you first became a pilot, what
9 type of ship did you pilot? Steamship or sail ship?

10 A. The first one was a steamship.

11 Q. A steamship?

12 A. Yes, the Hancoch County.

13 Q. And when you were apprentice, when you were
14 on the pilot boat, did you learn anything about engine movements
15 like: slow ahead, half ahead, ect...?

16 A. At the time, we had just a sailing vessel
17 like a schooner.

18 Q. But how did you manage when you were aboard
19 a steamship?

20 A. I don't know. We would get along all right.

21 Q. You would get along all right?

22 A. Yes.

23 Q. Did you do the manoeuvring to port her
24 alongside?

25 A. Yes.

26 Q. You did?

27 A. Yes.

28

29

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J.S. PRESTON,
Inquiry,
EX. - 584

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Q. Did you have any trouble?

A. No.

Q. No trouble at all?

MR. ROBERT KNOWLTON SMITH,
Commissioner:

Q. Did you ever have any accident or casualty?

A. No.

MR. MAURICE JACQUES,
Counsel for the Commission:

Q. And what was the size of these ships, in those days, approximately?

A. The second one was the Seven Seas Transport.

Q. How big was she?

A. She would be about 2,700 tons, net tonnage.

Q. 2,700 net tonnage?

A. Yes.

Q. She was steam.....

A.

Q. Was it a steamship?

A. A steamship, Yes Sir.

Q. Now, Sir, when you board a ship, where do you board? I have a chart here, exhibit 309. Would you tell me where you board the ship? Point out to me the place where you board the vessel?



J.S. PRESTON,
Inquiry,
EX. - 585

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A.
Q.
A.

At the Escuminac breakwater.
At the Escuminac breakwater?
Yes.

I, the undersigned, Court Reporter,
hereby certify that the above evidence
is a true transcript of my shorthand
notes.

G. OSCAR BOISJOLY,
Court Reporter.

(Mrs. Daniels takes over)



1
2 ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE.

3
4
5 PRESENT: HONORABLE YVES BERNIER, J.S.C.

6 Commissioners:

7 ROBERT KNOWLTON SMITH, Esq.

8 HAROLD ALEXANDER RENWICK, Esq.

9 MR. MAURICE JACQUES, Attorney.

10
11 ON BOARD S.S. C.D. HOWE, Richibouctou,

12
13
14 On the twenty-third day of May, the year
15 nineteen hundred and sixty three:

16
17 THE PRESIDENT:

18 Well, gentlemen, I think I should tell you
19 why we are here, what we are here for. We are, my colleagues
20 and I, the Royal Commission on pilotage instituted by the
21 Government of Canada in order to find out what pilotage is
22 across Canada.

23 We are not Civil servants of the Government;
24 we have been appointed, taken out of our civil occupations. As
25 for me, I am a Judge of the Superior Court of Quebec, Mr. Smith
26 is a former president of the National Harbour Board, and Mr.
27 Renwick is a business man from Vancouver.



Inquiry,
- 587 -

1
2
3 So, we have been directed by the Government
4 of Canada to find out what pilotage is across Canada, secondly
5 to study the situation of pilotage, and find out whether there
6 is anything to be changed, and also to find out whether there
7 are any problems and whether there are any recommendations to
8 be done; meet the people, study the problems and also make our
9 recommendations.

10 So, the only way to make recommendations is
11 to find the facts, go out and meet people who live the facts of
12 pilotage. So, that is why we are calling upon you.

13 We are not the Department of Transport.
14 We are altogether separate. The Department of Transport is
15 represented here by a liaison officer who is Captain Slocumbe
16 that you may know. He is working with the Commission to give
17 us some enlightenment if necessary and to be acquainted with
18 the local problems, also.

19 We understand you may not be prepared to
20 answer all our questions and to give us the necessary information.
21 Therefore, after this hearing, you will see what we are after,
22 and you may judge, after our departure, you may find that
23 something else should be said or brought out to our attention.
24 If so, please write us in Ottawa, or contact us where we will
25 be sitting later, but to the end of December, you may write to
26 us to bring something to our attention that you think should be
27 brought to our attention.

28 Now, Mr. Jacques, when you are ready.
29
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Inquiry,
- 588 -

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2
3 EDGAR ROBERT O'LEARY, age 50, being duly
4 sworn on the Holy Evangelists, doth depose and say:

5
6 EXAMINED BY MR. JACQUES,
7 Counsel for the Commission:

8 Q. How long have you been a pilot in
9 Richibouctou?

10 A. I have been a pilot since 1947.

11 Q. Do you have any certificate of any kind?

12 A. No, none whatever.

13 Q. Did you serve any apprenticeship to become
14 a pilot?

15 A. Yes Sir.

16 Q. What apprenticeship did you serve?

17 A. I served under three pilots here, for ten
18 years.

19 Q. How many years?

20 A. Ten years.

21 Q. What did you do to learn your trade?

22 A. I took care of the pilot boat and I went
23 aboard the boats coming in the harbour.

24 Q. How many trips did you make a year aboard
25 ships coming in?

26 A. I would say it was maybe ten or fifteen a
27 year, in and out.

28

29

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TORONTO, ONTARIO

E.R. O'LEARY,
Inquiry,
EX. - 589

- 1
- 2
- 3 Q. With the pilots?
- 4 A. With the pilots, yes.
- 5 Q. Apart from that, are you a fisherman?
- 6 A. Yes, I am a fisherman.
- 7 Q. Do you do any fishing, apart from piloting?
- 8 A. I haven't yet, but I will decide to do a
- 9 little, to make ends meet.
- 10 Q. What sort of ships come in?
- 11 A. We have anywhere from.....They trade in the
- 12 lumber business, mostly, here, and anywhere from 11,000 tons
- 13 going down to a minimum of 50 tons.
- 14 Q. It must be dead weight?
- 15 A. Yes, 11,000 dead weight.
- 16 Q. What she would carry?
- 17 A. That's right.
- 18 Q. How much water would they draw?
- 19 A. Full capacity, 23 feet; a capacity of 23
- 20 feet
- 21 Q. Do you take them in and out at 23 feet?
- 22 A. No, we just load a half cargo.
- 23 Q. On what draft do you operate?
- 24 A. Fifteen and a half feet.
- 25 Q. Is that the maximum?
- 26 A. That's what figure is the maximum.
- 27 Q. Did you take any soundings in the channel?
- 28
- 29
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TORONTO, ONTARIO

E.R. O' LEARY,
Inquiry,
EX. - 590

- 1
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- 3 A. Yes, I did.
- 4 Q. On your own?
- 5 A. On my own, with a pole, a 20-foot pole.
- 6 Q. You take a 20-foot pole and go around
- 7 sounding?
- 8 A. Yes.
- 9 Q. How often would you do that a year?
- 10 A. Oh, maybe half a dozen times; maybe a
- 11 little more, at times.
- 12 Q. Why do you do that?
- 13 A. Sometimes, you are going out under that
- 14 draft, you may happen to touch bottom or just be close to the
- 15 bottom, or you may find out there is much more water under the
- 16 boat, on account of making soundings in the bottom.
- 17 Q. Do you find that the channel tends to change
- 18 in some places?
- 19 A. It has not in the last year.
- 20 Q. There isn't much silting taking place?
- 21 A. Yes, through the Winter months, mostly.
- 22 Q. And you get less and less water every year
- 23 in your channel?
- 24 A. No, it has been running on the average about
- 25 the last five or six years.
- 26 Q. Did the Department of Public Works do any
- 27 dredging?
- 28
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E.R. O'LEARY,
Inquiry,
EX. - 591

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5 A. I think it would be advisable to look into
6 it.

7 Q. Has it been requested?

8 A. We have requested it, but it hasn't done
9 much good.

10 Q. What about the aids to navigation? Are they
11 satisfactory, as far as you are concerned?

12 A. Well yes, to a certain degree, not exactly
13 satisfactory.

14 Q. What changes would you suggest?

15 A. I have asked for them already, the boat has
16 been in yesterday, they are going to shift some buoys around.

17 Q. What have you asked?

18 A. I have asked for a few permanent light buoys.

19 Q. And where would those buoys be placed?

20 A. I would say, in the most shallow narrows
21 to be exact when you get through, without having the variation
22 of a drift.

23 Q. Do you take vessels in at night, now?

24 A. Not this year, no, but I have always.

25 Q. You have?

26 A. Yes.

27 Q. Do you make it a practice of taking in
28 vessels at night?

29 A. No, only on very good nights, very fine night
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E.R. O'LEARY,
Inquiry,
EX. - 592

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5 Q. Would the wind affect your job a lot?
6 A. Yes, going to the reefs, it does, yes.
7 Q. Have you had any accidents?
8 A. No, I have had no accident.
9 Q. No groundings?
10 A. Yes, I have had groundings.
11 Q. When was the last grounding you had?
12 A. I don't know whether it was last year or
13 the year before, now.....yes, I had a grounding last year, one
14 ship.
15 Q. What size was she?
16 A. 1,800 net tons.
17 Q. Was it going in or out?
18 A. It was going outside.
19 Q. What was the weather like?
20 A. Fine.
21 Q. Was it windy?
22 A. No.
23 Q. Was it low tide or high tide?
24 A. Going out at a fair tide, on a rising tide.
25 Q. What happened?
26 A. She just came to a stop. We had to wait,
27 she went aground, the tide spent and filled out, and on the next
28 water rise, she floated, and we proceeded out.
29 Q. She grounded in the channel?
30



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TORONTO, ONTARIO

E.R. O'LEARY,
Inquiry,
EX. - 593

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4 A. Right in the middle of the channel, yes.

5 Q. Did that happen often?

6 A. No, not too often.

7 Q. Where do you board ships coming in?

8 A. I board them right here.

9 Q. Where is that?

10 A.

11 Q. Witness indicates the buoy shown on chart
12 4438 which is filed as exhibit 318.

13 A. Right about here.

14 Q. Right off the fairway buoy?

15 A. Right off the fairway buoy, yes.

16 Q. How long does it take you to take a ship in?

17 A. Three quarters of an hour to an hour,
18 according to weather and tide and so on.

19 Q. How long does it take you to take a ship out?

20 A. About the same time.

21 Q. Now, do you have to do any shifting inside
22 the harbour?

23 A. Yes, we do, we have some shifting.

24 Q. How many would you have to do?

25 A. They go to anchor at times, there is no
26 place to berth, we go to anchor, and sometimes we go away from
27 the pier and anchor to get a better chance to turn, and so on.

28 Q. Do you have any tug boats to help you?
29
30



E.R. O'LEARY,
Inquiry,
EX. - 594

A. No Sir.

Q. Do you require the help of motor launches
to run your lines ashore?

A. We haven't used them too many times; we
will, once in a while, in a big wind.

Q. You would do that?

A. Yes.

Q. Now, to the best of your knowledge, do
ships come in Richibouctou without pilots?

A. No, there is none that tried to enter without
pilot.

Q. Small coasters?

A. Oh, small coasters they do.

Q. How large are they?

A. Not over 100 tons.

Q. Do you get the same captain and the same
ship every year?

A. Not necessarily.

Q. Do you get some of them that come frequently?

A. Yes, frequently, but they don't enter without
a pilot.

Q. Do you get tankers, here?

A. No, we have no tankers.

Q. Just cargo ships?

A. Just cargo ships.



E.R. O'LEARY,
Inquiry,
EX. - 595

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Q. How about fishing vessels?

A. Just local; we don't get anything outside.

Q. And how about current in the harbour?

A. On the full-moon tide, you get four knots.

Q. Does it run across the channel?

A. No, it runs with the channel.

Q. Does that give you any difficulty going in?

A. Only at one locality.

Q. Where is that?

A. On the Jib Sheets, right here, you get a surge of tide, here, one way or the other.

Q. Witness indicates on chart 4438 the buoy just South of North Beach.

That's the only place where the current is dangerous?

A. That's where it is most dangerous, yes.

Q. And you ran aground with the ship - where did you run aground?

A. I ran aground right here between these two stakes, here. That's our shallowest water, there.

Q. The witness indicates a place marked by a flashing buoy at the entrance of the harbour.

Now, where did you learn your ship handling?

A. I have been a seaman all my life, I have been on deep sea.



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TORONTO, ONTARIO

E.R. O'LEARY,
Inquiry,
EX. - 596

Q. Apart from working with the pilots?

A. Yes; I was in the Navy five years.

Q. During the war?

A. During the war, yes.

Q. What were you, in the Navy?

A. Just a seaman.

Q. On a merchant ship?

A. Yes, and I have been a fisherman practically all my life.

Q. Did you sail on foreign-going ships?

A. I have sailed on foreign-going-sailing ships.

Q. How many years?

A. I started out, I was about 6 years, and I stopped in 1936, and I came back home and went back to fishing until 1939, and I joined the service during the war, till July 1945, and I was discharged then and came back to fishing again, and then, I went on, I went on Government apprenticeship on pilotage at the same time, and I went up three years on the Great Lakes with the Hall Corporation.

Q. You were an A.B.?

A. I sailed as A.B., as wheelsman on the Great Lakes.

Q. And how come you became a pilot here?

A. Well ...

Q. What happened to the other pilots?



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E.R. O'LEARY,
Inquiry,
EX. - 597

A. They all died off.

Q. How many were they?

A. There were three at one time.

Q. Three at one time?

A. Yes.

Q. When you were an apprentice, how many
pilots were there?

A. Three of them.

Q. Was the job advertised in the newspapers or
in anyway?

A. No, I used to serve as boatman, I had my
own rigging, I used to put them aboard and take them off.

Q. You became a boatman?

A. That's right.

Q. That's how you became an apprentice?

A. That's right.

Q. That's how you became an apprentice pilot?

A. Yes, and the senior pilot recommended me as
a pilot, and of course, when he died off, then I went on as a
pilot.

Q. You waited until the three of them died?

A. No, there was just one left.

Q. Do you have more ships now than there was
then?

A. Not as many as we have now.



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E.R. O'LEARY,
Inquiry,
EX. - 598

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5 Q. Do you have any difficulty in bringing ships
6 alongside?

7 A. No, I have never had one bit of trouble
8 whatsoever.

9 Q. Did you ever hit the dock?

10 A. No, I didn't hit the dock.

11 Q. You didn't hit the dock?

12 A. No, no damage to the pier whatsoever.

13 Q. Who tells you when the ships are coming in?

14 A. They send a telegram, and it comes to the
15 pilotage commission.

16 Q. And they tell you?

17 A. They notify me, yes.

18 Q. Do you still have your own boat?

19 A. No, this fellow works with me, I have an
20 apprentice with me.

21 Q. You have an apprentice?

22 A. I call him an apprentice, but he doesn't
23 do any actual work, he takes care of the boat.

24 Q. Sometimes, does he go on the ships with you?

25 A. No, he never comes on the ships with me.

26 Q. Whose boat is it?

27 A. It belongs to this man here.

28 Q. How long has he been on the job with you?

29 A. Eversince I started.
30



E.R. O'LEARY,
Inquiry,
EX. - 599

Q. With the same boat?

A. No, different boats.

Q. How old is this one?

A. This would be its fourth year.

Q. Four years with this one?

A. Yes.

Q. What equipment has he got aboard?

A. A GMC motor, ordinary truck engine, I would think, 250 horse-power.

Q. Do you have a radio telephone?

A. No, nothing whatsoever.

Q. Does he carry a pilot flag?

A. Yes, we do. We haven't got one today, but we do.

Q. At night, what lights do you carry?

A. We use a flashing red light and so on. We don't get too much at night; most of the time, we haul alongside the ship and start to move, because when we know there is a ship coming, we will be here waiting for it.

Q. You will be looking for him, and he will be looking for you?

A. That's right.

Q. What about ship traffic here; do you think the number of ships is increasing?

A. I don't know if it is increasing - it is decreasing, maybe, for the last couple of years. It had



E.R. O'LEARY,
Inquiry,
EX. - 600

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5 increased for a while in 1955-56, it was very good for this
6 harbour.

7 Q. You wouldn't know why?

8 A. Under the circumstances, they can only load
9 half cargos.

10 Q. Why did you have that many ships before,
11 and now you have only a few trading ships?

12 A. I don't think the product is moving.

13
14 MR. ROBERT KNOWLTON SMITH,
15 Commissioner:

16 Q. What cargos are moving from here?

17 A. It is pulpwood; it is all pulpwood, except
18 maybe two or three cargos of long lumber.

19 Q. And what are those 24 foreign and 3
20 Canadian ships since the 1st. of December last year?

21 A. That's all pulpwood.

22
23 MR. MAURICE JACQUES,
24 Counsel for the Commission:

25 Q. Who makes up the bill for pilotage?

26 A. The pilotage agent, here.

27 Q. He does that?

28 A. Yes, it is his job.

29 Q. Do you get the master to sign any card or
30 any document at all?



E.R. O'LEARY,
Inquiry,
EX. - 601

A. We don't use a card, but we give him a bill, three copies.

Q. What is shown on the bill?

A. Well, just the draft of the ship, and its tonnage and the charge for the pilot boat, and that's all.

Q. No other charge?

A. No, none whatsoever.

Q. And the secretary does all the collecting?

A. No, last year, he let me collect it, but we did it according to the rules.

Q. I am prepared to accept that?

A. Sometimes, he collects it, and most of the times, I collect it.

Q. There is a boat fee provided for under the by-law?

A. Yes.

Q. Of \$ 15.00?

A. That's \$ 20.00.

Q. The by-law reads: "A charge of \$ 15.00 is payable on each occasion that a pilot boat is used to transport a pilot to or from a vessel"?

A. That's right.

Q. Who gets the \$ 15.00?

A. He does. He gets more than that; that's all we can charge according to pilotage, but I pay him more than that, because he always handles the lines for wharfing and so forth.



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TORONTO, ONTARIO

E.R. O'LEARY,
Inquiry,
EX. - 602

Q. He handles the lines ashore for you?

A. Yes.

Q. And how much do you say he gets for that?

A. \$ 20.00 for wharfing.

Q. So, he keeps \$ 15.00 for the boat as a boat charge?

A. \$ 25.00 - \$ 15.00 according to the pilotage rules, but I give him \$ 10.00, that is \$ 25.00, and he gets \$ 20.00 for the lines; he gets \$ 45.00.

Q. You give him \$ 10.00 for each trip or for two trips?

A. No, that's for the whole boat.

Q. To put you aboard and take you off?

A. Yes.

Q. Last year, there was \$ 553.55 paid for the pilot boat. Are you aware of that? - For 27 ships?

A. I never figured it out.

Q. If you don't know...

A. I just give him \$ 25.00 per boat.

Q. And on your bill, you include the boat charge?

A. Yes.

Q. Do you have any record of that in this book?

A. No, not in that.



E.R. O'LEARY,
Inquiry,
EX. - 603

Q. What have you got in that book?

A. I just put the pilotage mark in, I got no lines marked in that book, just the straight pilotage.

Q. And have you got copies of the bills that were sent last year?

A. No.

Q. Do you know if someone kept copies?

A. The copy is there, in the book here, each one is marked, the price of each ship.

Q. Last year, August 12th., you piloted the Stern Cliff Hall. Will you trace it in the book?

A.August 12th., Stern Cliff Hall.

Q. What entries have you got there?

A. John Cleland loaded the ship, and Reeds, they loaded between the three of them. That's the one I had aground, it is marked there, and that's the draft, sixteen foot three, and that's the pilotage, \$ 138.00.

THE PRESIDENT:

Q. But this included the pilot boat, this charge of \$ 138.00 included the pilot boat?

A. Yes, because I paid the pilot boat.

Q. And the lines also?

A. No, not the lines.

MR. MAURICE JACQUES,

Counsel for the Commission:



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TORONTO, ONTARIO

E.R. O'LEARY,
Inquiry,
EX. - 604

Q. Would you give me the break down of the
\$ 138.00?

A. Yes Sir, it just breaks down.

Q. What is it composed of?

A. It is composed of her draft at \$ 2.00 per
foot.

Q. How much?

A. It isn't marked, you see, she came in at
12 feet, that would be \$ 24.00, and she went out at 16 foot 3.

Q. \$ 24.00 in?

A. \$ 24.00 in.

Q. Yes?

A. And she put out at \$ 32.00.

Q. Yes?

A. And then, her tonnage, I haven't got her
tonnage here, I should have it, but I think her tonnage is
1,800 tons or 1,700 tons, at \$ 0.02 per ton.

Q. 1,800 tons?

A. 1,800 tons.

Q. At \$ 0.02 per ton?

A. \$ 0.02 per ton, yes, and the same out again,
and the pilot boat.

Q. How much is the pilot boat?

A. \$ 20.00 - no, it is \$ 15.00 for the pilot
boat.



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E.R. O'LEARY,
Inquiry,
EX. - 605

Q. Is it \$ 15.00 or \$ 20.00 for the pilot boat?

A. It is in my book at the house, I just can't think of it at the time.

Q. Do you charge twice \$ 15.00, when you take a ship in and out, or just the once?

A. Just the once, \$ 15.00.

Q. I make it: \$ 143.00. How much have you got?

A. My tonnage is maybe too high, it may be 1,700, - I have \$ 138.00. The tonnage may be 100 tons higher. I don't know the exact tonnage.

Q. So, you only make one charge for the pilot boat for one ship?

A. Yes.

Q. You don't charge when you go out to meet the ship - you charge when you are going out to meet the ship, but you don't charge when your boat takes you off the ship?

A. No, just one straight charge for the job.

Q. Would this \$ 138.00 include the mooring lines?

A. No, it doesn't.

Q. It doesn't?

A. No.

Q. When you don't do your own collecting, how do you get your money?



E.R. O'LEARY,
Inquiry,
EX. - 606

A. Through the pilot committee.

Q. Do they pay every month or every time they collect money?

A. Whenever I want money, I usually ask for it.

Q. How long is the navigation season here?

A. We have only had one ship in yet, there was none coming in since, it was May 7th. or 8th. something like that.

Q. Is the port open the year-round?

A. No, we just begin on the 1st of May, until the 1st. of December.

Q. From the 1st. of May to the 1st. of December?

A. Yes, that's all we can figure on.

THE PRESIDENT:

Q. Is it ice-bound during the Winter?

A. She is all ice-bound, solid.

AND FURTHER DEPONENT SAITH NOT.

I, the undersigned, Court Reporter,
hereby certify that the above evidence
is a true transcript of my shorthand
notes.

G. OS CAR BOISJOLY,
Court Reporter.



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

C A N A D A

ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE.

PRESENT: HONORABLE YVES BERNIER, J.S.C.

Commissioners:

ROBERT KNOWLTON SMITH, Esq.
HAROLD ALEXANDER RENWICK, Esq.
MR. MAURICE JACQUES, Attorney.

ON BOARD S.S. C.D. HOWE, Richibouctou,

On the twenty-third day of May, the year
nineteen hundred and sixty three:

JOHN ODELL CLELAND, age 51, being duly
sworn on the Holy Evangelists, doth depose and say:

EXAMINED BY MR. MAURICE JACQUES,

Counsel for the Commission:

Q. You are a member of the local commission,
here?

A. Yes.

Q. The local pilotage commission?

A. That's right.



J.O. CLELAND,
Inquiry,
EX. - 608

THE PRESIDENT:

Q. Are you the president?

A. That's a question on which we haven't been too clear.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. And that's a question I am going to ask you. Have you got any minutes book?

A. No minutes book.

Q. Do you have meetings?

A. I don't think there has been for the last twelve or fourteen years, no.

Q. What do you conceive your functions to be?

A. My functions.....our functions..... to try to bring the goods in, load the cargos, make a little money, ship a little pulpwood and make a living.

Q. I mean your functions taken as a commissioner

A. To try to see that capable pilots are capable of bringing ships in the river.

Q. The by-laws which we have are dated June 1962?

A. Yes.

Q. And this by-law purports to have been adopted by your commissioners?

A. Yes.



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TORONTO, ONTARIO

J.O. CLELAND,
Inquiry,
EX. - 609

1
2
3
4
5 Q. On the 24th. of March 1962?

6 A. That's right.

7 Q. Did you have a meeting to adopt these by-
8 laws?

9 A. We had a meeting.....I took it upon myself
10 to go around and reach the commissioners which were quite busy
11 and didn't have too much time, and I asked them for their
12 approval of the by-laws, and they all signed their names, and
13 they were quite agreeable to that, but it wasn't a meeting as
14 such.

15 Q. How long have you been in office as
16 president?

17 A. I am not the president; I am a member of
18 the commission.

19 Q. How long have you been a member of the
20 commission?

21 A. I think, three years, when Harry Baird
22 moved away, they appointed one member, and that was me.

23 Q. And the other members were in office
24 before you?

25 A. That's right. Mr. Baird was president.

26 Q. There was no election among you to decide
27 which one would be chairman?

28 A. No.

29 Q. Would you explain to me why there is so
30 few books kept?



J.O. CLELAND,
Inquiry,
EX. - 610

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5 A. Well, what books would you recommend? Why
6 should there be a great amount of books kept?

7 Q. Not a great amount of books, but perhaps
8 books where we could get the date on which the commissioners
9 were appointed, the date when the secretary-treasurer was
10 appointed, the date when Mr. O'Leary became a pilot, the break
11 down of the sum of \$ 553.55 paid for the pilot boat?

12 A.Well, as far as I am concerned, I
13 don't think we should have these books, our job is to have
14 pilotage according to the regulations, and limit it to Mr
15 O'Leary; there is no fee deducted, no salary attached, we
16 are working for the best interests of the port.

17 Q. So, the bills are made up by the shippers?

18 A. Most of them, yes, outside the Canadian
19 lakers; the Canadian lakers pay their own pilotage, and they
20 expect a little better treatment, they always try to get cheaper
21 treatment than the other boats. Whether they should have it or
22 not, I don't know.

23 Q. At first sight, I don't think they should.
24 The agent makes the bill for the pilotage?

25 A. Yes, it is agreed between the captain and
26 Mr. O'Leary, they give us the draft, the tonnage, and he signs
27 a bill for the pilot boat.

28 Q. Now, you have had occasion to make up bills?

29 A. Yes.
30



J.O. CLELAND,
Inquiry,
EX. - 611

Q. On the draft and the tonnage for the pilotage, we all agree, but as regards the boat charges, do you charge just the \$ 15.00 for one ship, or \$ 15.00 to put the pilot aboard, and then another \$ 15 00 to take the pilot ashore?

A. This year, yes, we have, according to the new regulations.

Q. You did that this year?

A. Yes.

Q. So, the total boat charge for in and out is \$ 30.00?

A. Yes, this year, yes.

Q. And all this money is turned over to the pilot, Mr. O'Leary. Is that right?

A. Yes.

Q. You don't pay the boatman yourself?

A. We have, but now, we don't anymore; we turn it over to Mr. O'Leary, and he has been looking after the boat.

Q. Now, are you able to tell me how this figure of \$ 553.55 for the pilot boat was arrived at last year?

A. That was the actual amount paid to the pilot boat, that we deducted in different bills; that's what the pilot boat got, as far as I am concerned.

Q. But would amounts listed against the ship include the boat charges?



J.O. CLELAND,
Inquiry,
EX. - 612

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4 A. That's right.

5 Q. Was the boat charged last year or 1961?

6 A. Well, some captain will pay a bill where
7 we charge him \$ 25.00, and some captains thought they should
8 get the pilot boat for less.

9 Q. And did they get it?

10 A. I believe sometimes they did. That came
11 out of the pilot himself. He takes less for his pilotage.

12 Q. Do you know if there are copies of the
13 invoices covering these ships?

14 A. We could produce them at all times.

15 Q. You could produce them?

16 A. Yes.

17 Q. They are kept somewhere?

18 A. Yes.

19 Q. But are they kept by the agent as agent?

20 A. Mostly by the agents.

21 Q. But the commission itself has no record
22 of its own of these bills?

23 A. Outside of Mr. O'Leary's book and the
24 statements, there is no other records.

25 Q. There is no other records?

26 A. No.

27 Q. To the best of your knowledge, have you
28 had, apart from pilot boat charges, any difficulties in collect-
29 ing pilotage dues?
30



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J.O. CLELAND,
Inquiry,
EX. - 613

A. None whatever.

Q. You have never lost money because a ship has sailed without paying the bill?

A. No.

Q. Now, how about shipping, here? You are in the shipping business, do you think it will increase over the years?

A. If you could tell me what the world conditions will be over the years...

Q. But, as a businessman, do you foresee an increase, as a businessman?

A. No, with the European market, and the tariff.....I would be in Mr. Pearson's place if I could tell you something like that.

Q. Sometimes, businessmen are optomistic, and they try to make predictions?

A. My predictions would be gloomy rather than optomistic

Q. We are asking that to establish whether shipping will increase or decrease for any given port; this is the aspect?

A. You could increase shipping here if we could load boats to a deeper draft.

The overseas boats are reduced to come here and go to another port to complete their cargo; there is an



J.O. CLELAND,
Inquiry,
EX. - 614

extra cost in fees, and it makes it difficult. They would rather buy a full load in one port and save six to ten shillings on one port.

MR. ROBERT KNOWLTON SMITH,
Commissioners:

Q. Have you any other suggestion in addition to suggesting dredging that would improve the pilotage situation in this district?

A. Not too much, only what Mr. O'Leary has asked for a shift in the ranges, and some buoys.

MR. MAURICE JACQUES,
Counsel for the Commission.

Q. This would help to keep the ship owners happy?

A. Yes, it would help, you could get boats in at night, and they could be ready in the morning.

Q. But it wouldn't enable you to take deeper-drafted-vessels out?

A. If the channel is a bit deeper, the pilot could take it deeper, the tide is not always the same, he could take them in between tides, and it might help.

Q. He would be able to do a more accurate job and take advantage of all the deep water. Is that what you mean?



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J.O. CLELAND,
Inquiry,
EX. - 615

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5 A.

Yes.

6 Q.

Now, Mr. O'Leary has mentioned requests for
dredging. Are you aware of these requests for dredging?

8 A.

I have been connected with shipping for
twenty-four years, and we have requested dredging every year
for twenty-two years.

11 Q.

Has any dredging been done?

12 A.

No.

13 Q.

Have you got a Chamber of Commerce?

14 A.

We had, but I think it folded up due to
conditions like that, requests made, more or less ignored or
ridiculed.

17

We haven't won at present.

18 Q.

You are a businessman; have you read these
by-laws of your pilotage district?

20 A.

Yes.

21 Q.

Do you think that they are too complicated
or too bulky for your particular needs, with one pilot?

23 A.

Possibly.

24 Q.

Do you think there is too much regulating
in these by-laws for your type of district?

26 A.

Well, I wouldn't say that. It seems to
conform; most of the ports have about the same by-laws, I think,
Bathurst - different ports have those by-laws

29 Q.

Yes, they are more or less similar, around
here. Do you foresee your will take on another pilot soon?

30



J.O. CLELAND,
Inquiry,
EX. - 616

1
2
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5 A. Yes, it is possible, only, with the present
6 revenue, if we have too many pilots, then we won't be able to
7 afford to have one good pilot, and then we may wind up with no
8 pilot at all. If a man can't get a fair remuneration from the
9 work available, then he will go away, and there will be no
10 pilot.

11 Q. Do you think this port needs two pilots,
12 at the moment?

13 A. No, only in cases of emergency, in the
14 case of sickness of the pilot.

15 Q. Have you got like a stand-by man if your
16 local pilot were not available to do his duties?

17 A. That's right.

18 Q. Would you have any recommendations to make
19 as regards the set-up of a commission? Do you think again it
20 is too bulky, too top heavy, three men looking after one man?

21 A. Well, that sounds like Government business
22 We have had very little trouble, we haven't
23 had too much criticism from anybody, and I think we have done
24 just as well as any port along the shore, we have caused no
25 trouble to officials in Ottawa, and I thought we had been doing
26 a fair job bringing our ships in and out.

27 Q. Perhaps you misunderstood my question. I
28 am not saying you're not doing a good job, but do you think
29 that the local commission that you have is really useful for
30 pilotage, because you have three men on the commission; the



J.O. CLELAND,
Inquiry,
EX. - 617

law states that the Governor-General in council may appoint a local commission of not less than three and not more than five commissioners, and here, in Richibouctou, of course, three men are to be appointed because the law says so. Then, you have only one pilot and twenty-seven ships a year. Do you think it is over-staffed?

A. It is not staffed at all; the only work the pilot commission does is to try to control political influence, to manage the pilot and have an efficient pilot rather than someone who may be appointed because he voted the right way.

Q. Would you enlarge on this political influence, without mentioning names or parties?

A. I think that's the policy in these small ports; if the man voted the right way, he probably will have the influence to become a pilot, maybe shove off another one.

Q. Has this been the case here?

A. It has not, because the commissioners were more or less objected to that.

They try to have an efficient pilot, regardless of his political affiliation.

Q. Was pressure brought upon you to change your pilot for political reasons?

A. No, not on me; I think it had, in the years passed.



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J.O. CLELAND,
Inquiry,
EX. - 618

1
2
3
4 Q. Years ago?

5 A. Yes.

6 Q. But, say, within your term of office?

7 A. What term of office?

8 Q. When were you elected?

9 A. Three years ago.

10 Q. Well, for the last three years?

11 A. No, we have been approached, but there has
12 been nothing done about it.

13 Q. You have been approached?

14 A. Maybe.....I haven't been approached, but.....
15 leave it at that.

16 Q. I want to know?

17 A. I am trying to point out they are trying
18 to keep in this port an efficient man as pilot, and it has
19 been done for a number of years.

20 Q. You must realize our point; if politics
21 interfere with the efficient operation of pilotage and nobody
22 tells us anything about it, and nobody tells how it is done
23 then, it is very difficult to suggest any remedy

24 This is why we want to find out.

25
26 It is not to besmear people, not to make
27 politics from the commission, far from it, and I hope you don't
28 think so, but if we wish to bring a remedy, we must know what
29 to heal?
30



J.O. CLELAND,
Inquiry,
EX. - 619

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5 A. We have no trouble, the shippers and Mr.
6 Leblanc, the secretary, we have tried to and we have been
7 successful in trying to keep a good pilot for the benefit of
8 the community, of business and the people.

9 Q. You have been successful anyway, if you
10 have had pressures, because your pilot has been here a long
11 time.

12 MR. HAROLD ALEXANDER RENWICK,
13 Commissioner:

14 Q. One question: I noticed from Mr. O'Leary's
15 statement of the cargo ships, that there were two or three
16 cargos of long lumber shipped. Would those be shipped overseas?
17 Foreign?

18 A. Yes Sir, they went overseas.

19 Q. My reason for asking the question is this.
20 If you can load a half cargo for overseas, then, if you have
21 the draft, any boat will probably load a full cargo at the same
22 time?

23 A. That's right.

24 Q. There might be an increase there, if you
25 had better draft?

26 A. There may be an increase.

27 Q. The production is available?

28 A. Yes. In the past, we have had to haul our
29 lumber to New Castle.
30



J.O. CLELAND,
Inquiry,
EX. - 620

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. Would you wish to add anything or say anything as regards pilotage?

A. I haven't any criticism or suggestions, I believe things have gone very well, I hope they will keep going the way they have been.

THE PRESIDENT:

Q. In case something happened to your pilot, Mr. O'Leary, he may be ill or something and be unable to act as a pilot, do you think there would be anybody to replace him?

A. Well yes.

Q. Your boatman, I suppose?

A. No.

Q. You have plans for that? You have thought of it?

A. Yes.

Q. That's all I wanted to know

AND FURTHER DEPONENT SAITH NOT

I, the undersigned, Court Reporter,
hereby certify that the above evidence



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

J.O. CLELAND,
Inquiry,
EX. - 621

is a true transcript of my shorthand
notes.

G. OSCAR BOISJOLY,
Court Reporter.



C A N A D A

ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE.

PRESENT: HONORABLE YVES BERNIER' J.S.C.

Commissioners:

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

MR. MAURICE JACQUES, Attorney.

ON BOARD S.S. C.D. HOWE, Richibouctou,

EDGAR ROBERT O'LEARY, age 50, being duly
sworn on the Holy Evangelists, doth depose and say:

WITNESS RE-HEARD.

A. Well, I had another pilot with me.

Q. When was that?

A. Up until 1958.

Q. Yes?

A. He is still in Richibouctou, and that man,
he gave it up, he was a little nervous with the job and he
gave it up, but he still would do this pilot work if anything
did happen to me, he could still do the job.



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E.R. O'LEARY,
Inquiry,
EX. - 623

1
2
3 Q. He is still around?

4 A. He is still there, but he gave it up on
5 account he was just a little nervous with the job.

6 Q. This was in 1958?

7 A. About 1958.

8 Q. You think, with the difficulties of your
9 harbour, that he could handle a ship safely inside the harbour?

10 A. Well, he did at that time, he handled them
11 safely to that extent, but he was just a little nervous.

12 Q. Say you are going to take sick today, this
13 man has been five years away from the deck...?

14 A. He still knows the river as well as ever;
15 it is a matter of sounding the river; of course, it is a
16 matter of handling the ships too, which I am quite capable of
17 handling any kind of a ship.

18 Q. You seem so?

19 A. Yes, I never had any accidents.

20 Q. You think the boatman could handle the
21 ship?

22 A. No, I don't think he would undertake it,
23 because he wouldn't even come aboard a ship with me, because
24 he had no confidence whatever.

25 Q. Are you looking for a man to become
26 apprentice?

27 A. I have a man, he works in the Great Lakes
28 now, he is a local boy but he is up for the Hall Corporation
29
30



E.R. O'LEARY,
Inquiry,
EX. - 624

1
2
3 now, and he is a third mate at the present time, and his
4 intention is to become a pilot, he will give it up there if
5 anything happens to me.

6 But if there was another pilot for this
7 river, I have got to move, I can't stay here and divide up
8 \$ 3,000.00 or \$ 2,800.00, I can't make a living with that
9 money.

10
11 THE PRESIDENT

12 Q. This is understood.

13 A. Yes, and I have a hard enough time as it
14 is right now with the responsibility I have.

15 MR. MAURICE JACQUES,

16 Counsel for the Commission:

17 Q. Now, you were going to say something about
18 other districts?

19 A. I figure I was going to add some kind of a
20 question, I forgot what it was.....oh yes: Why is it that the
21 pilotage varies so much between one port and the other? Like,
22 take now, for instance, St. John New-Brunswick. A ship comes in
23 to St. John New-Brunswick, the pilot goes out, he gets it in, he
24 has 40 feet of water under his ship, full capacity draft, there
25 is no chance of him going aground; he doesn't have to take the
26 ship like I have, and he has a tug to do all this work for him,
27 and his pilotage is so much higher than ours. Why should that
28 be?



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TORONTO, ONTARIO

E.R. O'LEARY,
Inquiry,
EX. - 625

1
2
3 Q. I will tell you this: There is a St. John
4 pilot right here.

5 A. I would like to have that question
6 answered.

7 Q. I don't think he would agree with the facts
8 you stated there?

9 A. I go down every Winter, and I watch them,
10 and I think it is a very good job that they have, they have a
11 tug to pull out of the harbour, he goes down the harbour and
12 blows the whistle and away we go.

13 I have to dock my ship without doing any
14 damage, I also have to turn her around and break her away from
15 the pier in all situations, and then, I have to go and tie up
16 the anchor, drag the anchor, swing around the anchor; sometimes,
17 I can't get away from the pier for love or money, the wind is so
18 bad.

19 That's what I see. I got more
20 responsibilities and nothing whatever to help me here, and I
21 don't think we are paid too much for the responsibilities I got.

22 I wanted to visit some pilots, I wanted to
23 tell them at St. John, but I am telling them right there - but
24 I don't feel like working all the time for nothing - nobody does.

25 Q. You can talk with the St. John pilot after
26 the hearing?

27 A. I was going to go down and have a talk with
28 them, ask them different things.



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THE PRESIDENT:

I had an interview with Mr. Leblanc who told me that the reasons why he wishes to refrain from making a statement are that first, he knows nothing about the whole situation here, and secondly, that in fact, he is not the secretary. His appointment was handed down to him against his will, and he was never able to get the facts or any document from his predecessor; he never had anything to do with the organization of pilotage, he never collected the money, he never received or kept the five percent he was entitled to, and this job being considered a political one, he didn't want to keep it on account of the enemies it would create him and might ruin him as a business man.

The only duty he did as a secretary was to organize the meeting today at our request, and he has sent since his resignation.

As far as the local Commission here is concerned, not having had any part to do with it, there is nothing he could tell us to help us, not knowing anything about its situation.

I, the undersigned, Court Reporter,



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

Inquiry,
- 627 -
- 26 -

hereby certify that the above evidence
is a true transcript of my shorthand
notes.

G. OSCAR BOISJOLY,
Court Reporter.

ROYAL COMMISSION

ON

PILOTAGE

HEARINGS

HELD AT

ON BOARD
C. D. HOWE
BOUCTOUCHE

VOLUME No.: 8 CDH

DATE:

May 24, 1963

OFFICIAL REPORTERS
ANGUS, STONEHOUSE & CO. LTD.
BOARD OF TRADE BLDG.
11 ADELAIDE ST. W.
TORONTO

364-5865

364-7383



ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE.

PRESENT: HONORABLE YVES BERNIER, J.S.C.

Commissioners.

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

MR. MAURICE JACQUES, Attorney.

ON BOARD S.S. C.D. HOWE, Bouctouche,

On the twenty-fourth day of May, the
year nineteen hundred and sixty three:

THE PRESIDENT:

Gentlemen, we are glad to be here at
Bouctouche to find out from you what is your pilotage, and
what is your pilotage problems here.

As you know, we are not from the Department
of Transport; we are a Royal Commission appointed by the
Government of Canada to look into pilotage, to define pilotage,
to find out the problems and whether there could be any
improvement, either in the Canada Shipping Act or in the
organization in general, and to report to the Government of



Inquiry,
- 629 -

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Canada.

We have been sent all over Canada for that, and we thought that it should be over pilotage not only in big cities like Quebec, Montreal, Toronto, but we should also look into all the pilotage that exists around, in order to have a good picture of pilotage.

You have problems here, you have other problems in Gaspé, you have other problems in the Bay of Fundy, ect., that have to be investigated just the same so that we may have an overall picture, and so that the recommendations we make may be suitable to you also and not a nuisance to you. That's why we have come around in order to find out.

You may find that we are sitting in a rather formal way. Through our experience of investigation, gathering facts, because that's what we are doing, gathering facts, we have found that either you get formal, or you get nothing at all that you can rest a decision on, or a judgment on. We have to have the facts, and the normal process of law is still the best way to find that, in the interest of everybody. That is why we proceed this way.

We've tried the other way, just gathering and talking here and there, and the first thing you know, you have all kinds of information, and one man will say one thing, and the other one would say the contrary, and when you tried to boil that down into a statement, nobody was satisfied.



Inquiry,
- 630 -

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So, we ask the questions in front of everybody, so that if somebody wishes to correct something, he can do it, and we have a guarantee that the facts recorded are exactly the facts. That is why we proceed this way.

But we can understand that you are not prepared this morning to give us everything. If so, if you don't know exactly what to answer, if you are not prepared to answer to a question, just say so, and then you will gather the information later on. That is all. You may write us and tell us what problems you have, and so on, because if we are not told about the problems, we can't find the solution.

We are not the Department of Transport, we were requested, and as far as we are concerned, the three of us are not members of the Government, we are not civil servants. As far as I am concerned, I am a judge of the Superior Court in the Province of Quebec; Mr. Smith is a former president of the National Harbour Commission, Mr. Smith is also a lawyer, a Q.C. from Amherst, here in Nova Scotia, and now he is retired in Waterloo, Ontario; and Mr. Rowland is a businessman who knows all about wood and wood business, from British Columbia, and he is also a shipper. That is what we are.

As far as pilotage is concerned, we are all lemon, we have a nautical adviser with us, Captain Smith, and we have a liaison officer from the Department of Transport, Captain Slocombe. So, if you have any problems, you may ask



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TORONTO, ONTARIO

Inquiry,
- 631 -

Captain Slocombe who is the expert.

So, that is the situation, that is why we are here. So, we are asking you to help us because we need facts, and you are the ones who live those facts, and who know them.

So, therefore, we will be asking for your help on that.

- - - - -



Enquête
- 632 -

1
2
3 Alors, messieurs, pour vous deux,
4 juste un mot en français; vous avez compris ce que j'ai dit
5 tout à l'heure. Alors, vous comprenez pourquoi nous sommes
6 ici. Nous ne sommes pas des employés civils, nous ne som-
7 mes pas du département du Transport, nous sommes seulement
8 une Commission Royale qui a été faite avant que le gouver-
9 nement prenne une décision, pour ne pas avoir à se fier
10 uniquement sur ce qu'on rapporte à droite et à gauche.

11
12 Vous savez comment ça arrive, quand
13 on fait des recommandations, quand ce n'est pas basé sur
14 des faits, chacun a une vision différente de ce qui se
15 passe.

16
17 Le système de pilotage au Canada est
18 différent avec chaque place. A chaque place, le pilotage
19 a commencé suivant les besoins locaux. Alors, le pilotage
20 qu'on va trouver ici peut être complètement différent de
21 celui de Halifax, et complètement de celui de la Colombie
22 Britannique et complètement différent de celui du Québec,
23 parce que le pilotage, ici, a commencé même avant que
24 les provinces existent.

25
26 Alors, il n'y avait aucune règlemen-
27 tation dans le temps, et ç'a poussé suivant les besoins
28 locaux.

29

30



1
2
3 Alors, si à Ottawa, quelqu'un est assis
4 à son bureau et trouve qu'il y a un problème sur le St-
5 Laurent, il décide de changer toute la loi de la Marine
6 Marchande, ces règlements ne feront peut-être pas pour
7 vous autres ici; et il est bon de connaître les faits
8 avant de se lancer dans une revision, par exemple, de la
9 loi de la Marine Marchande, et il est bon de connaître
10 qu'est-ce qu'est le pilotage au Canada.

11
12 C'est pourquoi nous venons ici, et
13 nous avons crû devoir venir ici, dans les petites commis-
14 sions comme dans les grosses, parce que ce qui s'applique
15 sur le St-Laurent ne s'applique pas nécessairement ici ou
16 ailleurs. C'est pourquoi nous avons besoin des faits,
17 et si on procède comme j'ai dit tout à l'heure, si nous
18 prenons des faits sous serment, c'est que vous savez
19 qu'au point de vue de la manière d'avoir des faits, c'est
20 vraiment la seule et véritable manière. Là, on peut
21 dire que lorsqu'on se base sur telle chose à tel endroit,
22 c'est basé sur des témoignages assermentés, et ce n'est
23 pas sur des ouï-dire, sur des racontars, mais on peut
24 dire qu'on a une chance que ce soit correct.

25
26 Pour nous autres, pour que nos recom-
27 mandations valent quelque chose, il faut qu'on se base
28 sur quelque chose de solide. C'est pourquoi nous procé-
29 dons comme ça.



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Maintenant, comme j'ai dit tout à l'heure, ne vous gênez pas, on sait que vous n'êtes pas préparés, peut-être que vous n'avez pas tous les renseignements qu'on va vous demander; si vous n'êtes pas prêts, s'il y a une question qui vous embête, vous n'avez qu'à dire: Je ne suis pas préparé pour ça, je vous enverrai l'information plus tard, et ça fera notre affaire.

On est ici pour trouver des faits; vous vivez ces faits-là, c'est vous autres qui les connaissez, c'est vous autres qui faites le pilotage, qui savez ce que c'est.

Alors, on a besoin de votre aide pour ça, et tout renseignement que vous pourrez nous donner va nous être grandement utile, utile à votre port, et utile au pilotage en général.

Maintenant, je vais demander à notre avocat, monsieur Jacques, qui est l'avocat de la Commission, de procéder à l'enquête.

Généralement, ce qui arrive dans les grosses places, dans les grands districts de pilotage, c'est que vous avez des avocats qui viennent de chaque côté, les uns pour représenter les pilotes, les autres pour représenter les intérêts maritimes, et chacun de leur



Enquête
- 635 -

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3 côté, comme dans une cause à la Cour, prouvent leurs faits.
4 Mais on ne peut pas demander ça ici, évidemment, mais on
5 va essayer d'avoir tous les faits, de façon à ce que nous
6 puissions plus tard connaître exactement quelle est votre
7 situation ici.

8
9
10 Je, soussigné, sténographe officiel,
11 étant dûment assermenté, certifie par
12 les présentes que le texte ci-dessus
13 est la transcription exacte et fidèle
14 de mes notes sténographiques.

15
16 G. OSCAR BOISJOLY
17 Sténographe Officiel.
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C A N A D A

ROYAL COMMISSION OF INQUIRY ON MARITIME PILOTAGE

PRESENT: The Honourable YVES BERNIER, J.C.S.

Commissioners:

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

MR. MAURICE JACQUES, Attorney

ON BOARD S.S. C.D. HOWE, Buctouche.

On the twenty-fourth day of May, the year nineteen hundred and sixty-three:

MARTIN MOONEY, aged 58 years, duly sworn on the Holy Bible, doth depose and say:

EXAMINED BY MR. MAURICE JACQUES,

Counsel for the Commission:

Q. How long have you been a pilot here?

A. 32 years.

537 Q. How did you happen to become a pilot at -/-
Buctouche?

A. I became a pilot with my father who was a pilot for a long time here, and he happened to be alone and they asked for another pilot. I applied and obtained my licence, with my father.

Q. Had you navigated before you became a pilot?

A. I navigated, but in Buctouche harbour, with my father, I was a young boy and brought ships in with him, and took them out.

Q. You were on board the ships?

637
td.

A. Yes, I was very young, ten to twelve years, with him in the harbour, out and in.

Q. You never sailed on sea-going vessels?

A. No, just around; I never went far.

Q. You never went far?

A. No, the farthest was Pictou.

Q. But were you signed up as a sailor on ships?

A. Just once, from Sorel to Quebec, from Sorel to go up to Buctouche.

Q. Did you also go in for fishing?

A. Yes, I always fished, always.

638

Q. You have always fished?

A. I have always fished.

Q. Now, how old were you when you began to go on vessels with your father?

A. I was no older than 12 at the most, about 12 years when I began to navigate with my father.

Q. Now, what did you do when you were on board with your father?

A. Ah well, I watched what he did to bring in and take out the ships to dock them, I watched all that.

Q. And when you grew up, did your father allow you to handle the ships sometimes?

A. No, after I grew up, I started fishing in a small way, I always continued to go with him, and at the age of 26, the secretary told me to apply for a licence, he said "I see that you bring in ships by yourself"; I brought some in when dad was not on board.

Q. Before you had your licence?

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ontd.

A. Before I had my licence, I brought some in, and when I got to Buctouche, the captain said: I believe that you can take me in? I said O.K. - you are afraid to go into port? - o.k.

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Then, I started a few -/- years after, I passed my examination for a licence in Miramichi.

Q. For your licence here?

A. Yes, I passed the examination there.

Q. Before you passed the examination, you had already brought ships into port?

A. Oh, yes.

Q. All alone?

A. Well, took one in alone and took it out . . .

THE PRESIDENT:

Q. Was your father the only pilot at the time?

A. At that time, yes.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. Now, do you recall the size of that ship?

A. It was a French ship; it was not very big. A square sail.

Q. It was a sailing boat?

A. A sailing boat from France.

Q. You brought it in all alone?

640

A. I brought it in all alone. I did not take it out, dad took it out, I was with him. I did not want -/- to take a chance, I did not have a licence.

Q. The sailing boats, when they entered the port, did they have a motor?

A. No, we waited for a good wind to bring it in.

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ntd.

Q. And it was you who gave the orders for the sails?

A. Yes, and I knew them by heart at that time. I do not remember them now, because it was too long ago, they do not come any more.

Q. You say that you went to Miramichi to pass an examination?

A. Miramichi, yes.

Q. Who gave you the examination?

A. Just a minute . . . Preston who was the pilot of Miramichi.

Q. The test was given by the pilot of Miramichi?

A. Yes. They were three brothers at that time.

Q. What kind of examination did you pass?

641 A. He asked me everything I did from the time I went on board, and he asked where was the starboard side, the port side, and all the regulations pertaining to the engine, for going into reverse, he asked me -/- all those question, and how to moor the ship to the dock, change direction, unmoor it from the dock; he asked me all those questions. And many others. I do not remember them all because it was too long ago. That was 32 years ago.

Q. Did he ask you questions about the different buoys?

A. Some, yes.

Q. The colours of the buoys?

A. Yes, the colours of the buoys on each side I pass going in and going out, he asked me all about that.

Q. Did he question you about currents, tides?

A. Yes, he asked me that also, he asked me the current I had to pass the ship under a bridge, such as a drawbridge.

Q. Have you got one here?

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ontd.

A. We had a bridge, it does not open now.

Q. It is no longer a drawbridge?

A. No. We passed, the bridge swung open and we led the ships up into the river.

Q. Yes?

A. Oh, yes.

Q. You passed through the bridge then?

. 642

A. Through the bridge, yes.

Q. It was a bridge that opened?

A. Yes.

Q. With a swing span?

A. With a device in the middle which turned to swing the bridge.

Q. And the bridge was in the direction of the river?

A. Yes.

Q. And you passed there?

A. We passed there, we went up about a half a mile, a mile higher, took a load of wood and went down. That was 29 going on 30 years, for sure.

Q. Now the bridge is closed?

A. The bridge is closed and no other ship has passed there since. It must be 29 years since one passed.

Q. 29 years since one passed?

A. That none has passed.

Q. Have you ever had accidents with ships?

A. Well, we ran aground, but did not have an accident?

Q. You never rammed the dock?

A. Possibly lightly, sometimes.

643

Q. Heavy damages?

A. One caused damages, but it was the captain who

. 643
ontd. brought in the ship, he would not listen to me, he refused to throw the anchor and the current was strong, so he rammed into the dock. I had nothing to do with that myself.

Q. The captain did not follow your advice?

A. He did not follow my advice, it was a German ship, and he said that he could moor it himself to the dock. I let him do as he wanted, I quit the wheelhouse, and he went some twenty-eight feet into the Irving dock. I was in the clear myself.

Q. Now, have there been other accidents besides that one?

A. Oh, very few; sometimes there is a light bump, but not heavy damages.

Q. No heavy damages?

A. I believe not, not the ones I took in; we have to come in contact with the dock.

Q. But the damages were not heavy?

A. No, no heavy damages.

Q. Now, the ships that run aground in the port, did it ever happen to you to run aground?

644 A. Sometimes, yes, it always happens.

Q. And how does it happen?

A. Well, sometimes there is not enough water, and we took too much of a chance that we could make it, and it stopped.

THE PRESIDENT:

Q. A ship that had too much draught?

A. Yes, too much draught.

Mr. MAURICE JACQUES,

Counsel for the Commission:

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ntd.

Q. What did you do at such times?

A. We waited, the sea rose a little, and we moved.

Q. What is the bottom like at the harbour?

A. Oh here, it is nearly all sand and some mud; there is a cut in the rock at one place, very straight up, 80 feet wide.

Q. You will show this on chart 4441 filed as exhibit 320?

A. Here.

Q. Now we shall mark it by a red circle on the chart?

645

A. This is the cut in the rock here, -/- you know; there, the water is pretty deep; here, midway up the channel, it is fair; it is 80 feet wide and on each side is stone, rock, there.

Q. Now is this the only place where there is rock, in the port?

A. Yes, well, up higher there is a little rock, I do not know, the bottom is very flat.

Q. Up high, what do you mean by high?

A. Here, there, just a short distance, from there to here.

Q. From here to there?

A. Nearer. Here, it is the water hole.

Q. Mark it in red on the chart with numeral 2; and the first place where there are rocks is indicated in red with numeral 1.

Q. Now, have any ships ever been damaged on these rocks?

A. No, not in Buctouche.

Q. Not in Buctouche, never?

. 645
ontd.

A. I do not believe so, not to my knowledge.

Q. Not to your knowledge?

A. Not to my knowledge.

Q. Now, your channel, is there a strong current in the channel?

. 646

A. On the high seas, when the current starts, it moves close to four miles and a half an hour.

Q. Has this ever been metered?

A. No, but one has a good idea about this, and the ships, the captains have a good idea about how swift the current is.

Q. And does the current always flow in the same direction?

A. Yes, coming in and going.

Q. Coming in and going out?

A. Yes.

Q. At each tide?

A. At each tide.

Q. How high are your tides here?

A. The spring tides, have a fall of about four feet.

Q. The others?

A. The others, two feet, two feet-and-a-half.

Q. And the current changes with the tides?

A. The current changes with the tides, yes; here in Buctouche, it depends on the moon.

Q. Now, the four knots, is this when the tide goes out or when the tide comes in?

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A. What do you mean?

Q. The four-knot current?

A. Ah, that's during the spring tides.

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ntd.

Q. At the ebb or flood?

A. It is always the same, sometimes stronger; it depends on how high and how low it falls.

Q. And what is the direction of the current in regard to the channel?

A. You mean in which direction it flows?

A. Yes.

A. Well, there it moves for a distance; it flows due north, north and south.

Q. Will you please show me this on the chart?

A. It will come to about here, north and south, here, there, it is at 317, this is the entrance.

Q. Starting at point A?

A. Yes.

Q. Up to where?

A. Going out straight, right at the harbour entrance.

Q. Starting at point A up to . . .

A. Coming out here.

Q. Up to point B, here?

A. Yes, about there.

648

Q. What direction does the current follow between points A and B?

A. It is not quite north, it's about 317 on the compass, at the entrance.

Q. So it follows the channel approximately?

A. Approximately, yes, here and there.

Q. Towards the interior?

A. Yes, from there to there, it comes down more like this.

. 648
ontd.

Q. So, from point A toward the interior of Buctouche harbour, the current follows the channel?

A. It follows the channel somewhat, yes.

Q. Now, does this current give you trouble?

A. One has to be careful, in the strong currents coming in, and we take a ship in, one has to be careful in the curves, be very watchful and take the ship in advance because we must proceed fairly in advance; it could not swing the ship because of the current, and it is straight, and it is the same thing going out.

Q. Do you moor your ship yourself?

A. It depends; on some boats, the captain himself fastens them; on others, it is we who fasten them to the wharf.

. 649

Q. Does it often happen that captains fasten their vessels themselves?

A. Especially on lake ships, lake barges; on others, it is the pilot who secures the ship to the dock.

Q. The sea-going vessels, it is you who secure them?

A. Yes.

Q. And on lake ships, the captains do it?

A. Most of the time it is the captain.

Q. Now, when you are on board the ship, what do you do to conduct the vessel into the harbour?

A. We stay as close as we can to the wheelsman and we give orders.

Q. To whom do you give orders?

A. To the wheelsman.

Q. And the engines, do you give orders for the engines?

A. For the engines, if there is a skipper, there, or

. 649 the master, we give him the orders; and if I am alone with the
ontd. wheelsman, I take charge of the telegraph, it is the pilot
who operates the telegraph; if there is a skipper or master,
well, we tell him; sometimes they say to us - the telegraph
is there.

. 650 Q. Now, is it the same on sea-going vessels and lake
ships?

A. About the same, yes.

Q. Does it happen sometimes that the captain of a
Laker brings his ship in himself?

A. It happens sometimes, there are times when they
will bring it in themselves alone with the wheelsman to come
in and go out, not go out, not all of them, come in, when we
get to the wharf, they come out then; others will stay there.

Q. Does it happen sometimes that the captain says to
you - I will bring it in myself, my vessel.

A. No.

Q. Never?

A. Some went in by themselves, they went in alone;
the pilot was not at the entrance, and they came to the wharf,
but they did not do it twice in a row.

Q. Did this happen a long time ago?

A. Ten to twelve years.

Q. But in the last five years, have any ships gone in
alone without a pilot?

A. No.

Q. No even small craft?

. 651 A. Not that I remember. I'll tell you, the vessels
that take on pilots - they all take pilots.

Q. Now, the Guy Bartholomew is a small vessel?

. 651
ontd.

A. Well, it is big enough for Buctouche.

Q. I beg your pardon, I did not intend to imply that Buctouche is a small port, but the master is the skipper of a coasting vessel; he should be able to bring in his vessel alone.

A. Generally he would not take any chance.

Q. He takes a pilot?

A. He has to pay pilotage dues anyhow even if he brought his vessel alone; so he does not take a chance.

Q. He takes a pilot?

A. Oh, yes. The channel is very tricky.

Q. Does it sometimes happen that a vessel will take a pilot for the first voyage of the season and not for the second voyage?

A. No, they always take a pilot.

Q. They always take a pilot?

A. Yes.

Q. Now, where do you meet the vessels when they arrive from open sea?

. 652
A. Well, generally speaking, we stand by about one mile from the buoy.

Q. One mile from the buoy?

A. About that.

Q. And how far is the buoy from the entrance to the port?

A. About at the entrance.

Q. Will you indicate this on chart 320?

A. The buoy is about here.

Q. Is that where you go on board?

A. Yes, it is here, the black buoy.

. 652
ontd.

Q. The black buoy is here?

A. Yes, well, there is another here, this is the last.

Q. We shall mark this . . .

A. About 23 feet of water.

Q. . . . with the letter "X" on chart 320. This is where you board the ship?

A. About a mile-and-a-half on this side. With some ships, we have to come as far as here to go on board.

Q. This happens?

A. Sometimes; mostly with overseas ships.

. 653

Q. Sea-going vessels?

A. Yes, they do not dare come closer; others come close.

Q. Now, what do you have here as a pilot boat?

A. For the pilot's boat?

Q. Yes.

A. It is my own boat.

Q. You own your own boat?

A. Yes.

Q. How long have you had that boat?

A. Not the same boat, I have had my own boat since 1930.

Q. You have been supplying the pilot boat since 1930?

A. That I have had my own boat.

Q. Is it a new boat that you own at this time?

A. It is six years old.

Q. Six years?

A. Six years.

Q. So you purchased or built it around 1957?

A. I bought it a year ago.

653 Q. You bought it last year?

ntd. A. Last year, yes.

654 Q. Now, how much did you pay for it?

A. It costs me \$1,000.00.

Q. The shell only?

A. Well, I must say, it would cost me more but . . .
the engine I have, well, it costs about that.

Q. Fully equipped, what is its approximate value?

A. Fully equipped, around \$1,500.00.

Q. \$1,500.00?

A. Yes.

Q. Now, have you equipment such as a radio-telephone
on board?

A. No.

Q. Do you think you would need a radio-telephone?

A. Not now; we would not need any with the small num-
ber of ships we get.

Q. Have you a flag to indicate that it is a pilot
boat?

A. Yes.

Q. And at night you have your lights?

A. The lights.

Q. The pilot lights?

655 A. Yes.

Q. Now, is it you who takes all the pilots to the ships?

A. No.

Q. How do the other pilots get there, then?

A. They make their own arrangements to go on board.

Q. With fishermen?

A. Fishermen, sometimes they go in their own boat.

655 Q. They own their own boats?
ontd.

A. . . .

Q. They own their own boats?

A. Well, to tell the truth, their own boat, there isn't one who has his own boat, but they always get one, I do not know how they work it, it is none of my business.

Q. Now, does it happen sometimes that you supply your boat to other pilots?

A. Oh, yes, it happens; I have made many entries.

656 Q. According to the district regulations, you may charge five dollars for the services of the pilot boat to take a pilot to the ship, and five dollars to fetch him when the -/- ship leaves, but I understand that your district charges more than five dollars?

A. Twenty dollars.

Q. Twenty dollars?

A. Yes, for both trips.

Q. For both trips. Now, twenty dollars, does this cover the operating expenses of your boat?

A. No more.

Q. No more?

A. Not much more, no; we do not lose money, but we do not make any either on that, because there are always expenses.

Q. Do the ships object to paying \$20.00 for the service of your boat?

A. They do not mention it, they pay, then . . .

Q. Do you look after the placing of ropes on the dock?
Is it you who does that?

A. No.

656 Q. It is not your boat which looks after mooring the
ntd. vessels at the dock?

A. No.

Q. Who does that?

657 A. They always take men on board, men from the
lakes; they send them on shore, they fasten the vessels, and
overseas vessels hire men on the dock.

Q. So you have nothing to do with that?

A. No, I'll tell them where to place the lines, that's
all.

Q. Now, who notifies you when the ships are coming
in?

A. . . .

Q. Who notifies you that ships are coming here and need
a pilot?

A. They always send a message, the time they will
arrive, and the day.

Q. To whom do they send the message?

A. Sometimes they send it to the secretary, other
times to the shipper, and they always call by telephone, and
we always know it in advance.

Q. You are three pilots here?

A. Yes.

Q. And how do you work? Do you each take your turn?

A. We each bring in our ship, and it is divided, each
ship between the three of us.

Q. Each ship is divided in three?

658 A. Each ship is divided in three. If it is a small
ship, it is divided in three, and if it is a large ship, it
is also divided in three; so one never has more than the
other.

. 658
ontd.

Q. Does it ever happen that one misses his turn?

A. Sometimes, yes.

Q. And do you split anyway?

A. We split anyway, except if he is absent for a couple of months, three months; if a pilot is absent for two or three months, well, then we divide in two; just for a trip or two, we change that.

Q. Now, do you divide at each ship or each month?

A. Each ship, yes.

Q. Who makes up the bills for the vessel?

A. The secretary.

Q. The secretary?

A. Yes.

Q. Who collects the money?

A. The secretary collects the money; sometimes he pays us, and sometimes the captain pays us and we pay the secretary, but generally he pays the secretary.

. 659

Q. Do you sometimes check whether the ship's tonnage reported by the captain is correct?

A. Yes, it is about right.

Q. Do you check it?

A. They do not cheat us much about this; they always give us the correct tonnage.

Q. But do you ever check in the documents to see that the figures given to you are correct?

A. What do you mean?

Q. Do you verify in the ship's papers to ascertain whether the tonnage given by the captain is correct?

A. Yes, if we do not understand, he shows us the paper.

659 Q. There is nothing to worry about in this connection?
ntd.

A. That's right, there is nothing to worry about. If we know the ship, sometimes we do not ask about the tonnage; we know it ourselves.

Q. Does it ever happen that a captain will ask you to give him a tip or give back part of the pilotage fees?

A. It happens rather often.

Q. Who does that? The lake ships or the sea-going ships?

660 A. Personally, I do not believe there is much difference; they always ask enough.

Q. Now, does it happen that a pilot gives money to the captain, that way?

A. Not I.

Q. Not you?

A. I do not give money to anyone for somebody else.

Q. But you would know it if others did?

A. . . .

Q. Because they would give you less money?

A. Men sometimes talked of charging more pilotage fees and then passing on the rest to them. Personally, I never did that.

Q. You never did that?

A. No.

Q. It is not very . . . Do you draw unemployment insurance benefits as pilot?

A. Yes, in the winter.

Q. As pilot?

A. Yes . . . no, pilot; I do not know about that. Nobody ever said anything to me about it; I fish, I do not earn much where I work.

660
ntd.
661

Q. But for pilotage?

A. For pilotage, there is nothing about it, I have never heard anything about that; there is nothing.

Q. Now, the Workmen's Compensation Board, are you eligible as a pilot? Workmen's Compensation Board?

A. . . .

Q. The secretary will perhaps tell us.

THE PRESIDENT:

Q. In case of accidents, injuries?

A. No, that, I have never . . .

Mr. MAURICE JACQUES,

Counsel for the Commission:

Q. Now, do pilots carry group insurance covering illness, hospitalization, injuries, as pilot?

A. I have none myself; I do not know about the others, because it costs too much to obtain life insurance as pilot; the salary is not high enough to buy such insurance; it is expensive for a pilot.

Q. The other pilots are younger than you, I believe?

A. The oldest, Duplessis, has only a year or two's difference with me, I think.

Q. He became a pilot after you did?

662 A. A couple of years after, I do not remember exactly; I know it that I was a year or two older than he.

Q. Did the other pilot pass examinations as you did?

A. He is supposed to ; personally, I never saw their papers what they did.

Q. You do not know anything about it at all?

A. I never went to see what had been done.

Q. Now, were those two pilots apprentices with you?

662
ntd.

A. No.

Q. Could they have been apprentices with other pilots?

A. The oldest of the pilots followed his father for quite some time; he had a schooner afloat and I believe he sailed a lot with his father.

Q. But not as pilot?

A. No, not as pilot; he sailed with his father, as well as I can remember.

THE PRESIDENT:

Q. With regard to the time it took to do the work and the length of the trip.

Mr. MAURICE JACQUES,

Counsel for the Commission:

663

Q. How long does it take to bring a ship in?

A. The harbour is seven miles long.

Q. Five miles long?

A. Seven miles. Close to three-quarters of an hour or an hour.

Q. From three-quarters of an hour to an hour to come in?

A. To come in and go out; it takes somewhat longer than that to go out, because there is a cargo on board and we have to move very slowly with it.

Q. When it comes to going out, do you have to choose the tides, the hour?

A. Yes.

Q. You are the one who does that?

A. Yes.

Q. You have time tables?

A. Yes, we have to look after that, to have a good

663 tide to go out with the ships, because it is so shallow.
ntd.

Q. It is you who tells the agent at what time you can take the ship out?

A. Yes.

Q. Do you take any soundings yourself in the port?

664 A. Yes, when we have misgivings, we take -/- soundings, if we are afraid that there is not enough water, we take a sounding.

Q. Do you do that every year?

A. No, once in a while.

" How many times . . .

A. Every two years, when there are unfavourable soundings, when a ship is on the way, when we want a good estimation of the depth by sounding.

Q. Every two years?

A. Every two years previously; but since the dredging work, it has been better.

Q. Do you take soundings by pole or line?

A. With a line, with the feet marked on it.

Q. Now, this information that you obtain by soundings; do you give it to other pilots? You tell other pilots?

A. Well, the others, I do my work and they look after theirs; if they ask how much water I found, I tell them; if they measure the depth of water, they tell me.

Q. You rely on one another?

A. Yes.

Q. You are trusting enough?

665 A. Yes, if they ask how much water I found, I tell them exactly how much; and they do the same for me.

664
ntd. Q. Is there any fog here?

A. I beg your pardon?

Q. Is there any fog?

A. Oh, yes, there is fog.

Q. Do you bring ships in while it is foggy?

A. No, we do not go in when it is foggy.

Q. Could a radar-equipped vessel enter?

A. No.

Q. Why?

A. It is impossible to see; we cannot enter in the fog with a channel 80 feet wide, one has to have good visibility to go in, because it is rough and very crooked here.

Q. Is your work done mostly at night or in daytime?

A. In daytime.

Q. Do you bring in vessels at night?

A. We did bring some in, but we stopped that.

Q. Why?

666 A. We are not allowed to pass them at night where there are no lights; we have no right, that's -/- against the law.

Q. And the lights; are they good - I noticed on the coast that there are range lights; are those range lights good?

A. The first set, it is perfect, it is on the power line of the coast.

Q. Dixon Point range lights?

A. Yes. Those are very poor.

Q. Those on Indian Point are poor?

A. Yes, poor. I heard that they would put them on the power line of the entrance; it is not that way now, the

666 light that is there now, I heard this, they said that; those
ntd. are poor.

Q. Are they oil-lit now?

A. Paraffin, with lamps and red globes over them, and they do not give any light; while at Dixon, they are perfect - those others are poor.

Q. About the buoys, are you satisfied with the buoys you have here?

A. Yes, except where . . . they are not all placed yet; I do not say that they are not there, because the buoys came out only on the 9th of May here.

667 Q. You are not open all year round here?

A. No.

Q. How many months in the year are you open here, roughly?

A. From the first of May until the first of December, the last of November.

Q. Now, is the port ice-covered in winter?

A. Three feet, two feet-and-a-half to three feet.

Q. There is no possibility whatever of going in?

A. Oh, no.

Q. And the buoys are fixed every spring?

A. They raise the buoys.

Q. Do you have anything to do with that, where they place the buoys?

A. I placed them seven years; then it did not pay enough, and I quit; others submitted lower tenders.

Q. How long ago did you quit?

A. Some 12 years; I quit something like 15 years ago.

Q. Now, are you satisfied with the way the buoys are placed?

668 A. Yes, then there are times when, if they are not exactly in the right place, we notify the fellow, and we go with him and show him.

 Q. And he places them according to your own indications?

 A. Yes; if he does not know it, we notify him.

 Q. Now, have you any recommendations concerning the buoys and range lights?

 A. If they are not in their respective place, we warn the harbour master and he notifies the parties.

 Q. But apart from this, would you like to have changes in the buoys, have another kind of buoys?

 A. No, I do not think so, I believe they are all right as they are; I do not find fault, because there are no buoys in the fall and we bring the ships in anyhow.

 Q. How do you manage?

 A. Oh, we sort of feel our way; we have the lights above, in the curve there are stakes on each side; we pass between them; the low waters are always marked.

 Q. Why?

 A. Take here for instance; there only nine feet, there is the mussel bed, a small indication there and another mark here.

669 Q. At the red buoy east of the black buoy of the mussel bed?

 A. Yes, then we leave and come here, following all the marks.

 Q. You mentioned that stakes were planted?

 A. Yes.

 Q. Are the stakes set in the bottom?

669
ntd. A. In the mud, we call that a sound, you birch, here,
and here a stake with a black board, here a black buoy and
stakes on each side.

Q. You mark it between the buoy south of Priest
Point, the red buoy and the black buoy south of Indian Point.

A. Yes.

Q. What are these stakes, are they there all year
long?

A. No, ice brings all that down; new ones are placed
in the spring.

Q. And they stay there all summer?

A. Yes, all summer.

Q. And you guide yourselves by them?

A. Yes, we pass in the middle.

Q. And these stakes are planted in the bottom?

670 A. Three feet.

Q. Do they hold fast?

A. Oh, yes.

Q. The speed of the boats does not displace them?

A. After they are there three or four days, two men
could not pull them out.



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TORONTO, ONTARIO

M. MOONEY
Enquête
EX. - 670

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R Trois pieds (3').
Q Est-ce que ça tient?
R Ah oui.
Q La vitesse du navire, ça ne les fait
pas déplacer?
R Deux hommes n'est pas capable de les
arracher, après trois ou quatre jours qu'ils sont là.

Mr. ROBERT KNOWLTON SMITH:

Q Looking at the annual report ending
the 31st of March 1961, I see where there was 15 British
vessels and two foreign vessels; what cargos did the
foreign vessels take away from Bouctouche?

A Pulp wood.

Q Pulp wood?

A Yes.

Q Any pit props?

A Maybe the two.

Q Now, I see where there is some tankers
in here, and I juge, from the amount of the pilotage dues
collected, that they were pretty small?

A Yes.

Q Small tankers?

A Yes.

Q They belong to the Irving Oil Company?

A Some of them.

Q Some do and some don't?



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

M. MOONEY
Enquête
EX. - 671

1
2
3
4 A Yes.

5 Q They are British registered?

6 R I think so, yes.

7 Q Well, I see there are only two foreign
8 registered, the 15 others were all canadian registered
9 ships. One other question which has nothing to do with
10 this inquiry, but I would like to ask you if there is
11 still those nicely flavour oysters?

12 R They start to come back again.

13
14 - ET LE DEPOSANT NE DIT PLUS RIEN -

15
16 Je, soussigné, sténographe officiel,
17 étant dûment assermenté, certifie par
18 les présentes que la déposition ci-
19 dessus est la transcription exacte et
20 fidèle de mes notes sténographiques.

21
22 G. OSCAR BOISJOLY
Sténographe Officiel.
23
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C A N A D A

ROYAL COMMISSION ON PILOTAGE

PRESENT: Honourable YVES BERNIER, J.S.C.

Commissioners:

ROBERT KNOWLTON SMITH, Esq.

HAROLD ALEXANDER RENWICK, Esq.

Mr. MAURICE JACQUES, Attorney

ON BOARD THE S.S. C.D. HOWE, Buctouche.

The twenty-fourth day of May, the year nineteen hundred and sixty-three.

LAURIE MAILLET, aged 40, duly sworn on the Holy Bible, doth depose and say:

EXAMINED BY Mr. MAURICE JACQUES,

Counsel for the Commission:

Q. Your occupation?

A. I work in a store; I am a butcher.

Q. You are also the secretary of the pilotage authority?

A. Yes.

Q. Since 1954?

A. Yes, about that.

Q. Now, you have heard the evidence of your pilot?

A. Yes.

Q. Mr. Maillet, as far as the physical facilities of the port are concerned: buoys, channel, etc., do you wish to add anything to his evidence?

P. 673
Contd. A. No, the pilots know more about the port that I do. Pardon me, except possibly for the fog, he mentioned; well, I do not believe it is a port considerably plagued by fog; it is not like St. John, one might say.

There is a little fog, I believe it isn't - I believe there is not much fog, I could not say if . . . I would not have it believed that the port has much fog, which would be too much of a drawback.

Q. Now, Mr. Maillet, the District by-laws have already been filed; I do not intend to go over them section by section with you with regard to -/- these regulations; are you conversant with the 1961 regulations?
P. 674

A. Yes, I read them.

Q. Now, will you please give the Commission your opinion concerning these by-laws. Are they too complicated for the district? Have they caused you administrative problems which are not absolutely necessary for a district like this?

A. Well, frankly, we do not follow them to the letter, because we do not encounter serious difficulties in Buctouche; it is not a large port, then the recommendations: it is difficult to convey them to others; perhaps the matter could be mentioned to the Commission of Buctouche.

THE PRESIDENT:

Q. That's right.

A. And mail it, send it to Ottawa.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. Exactly, and you will send it to Ottawa?

A. Yes.

P. 674 Q. Now, does the Commission keep minutes of the
Contd. meetings?

A. Yes, well, we never have many meetings.

P. 675 Q. You do not have one a year at least?

A. We do not hold one a year, even.

Q. No?

A. No.

Q. How is that?

A. I do not know, I **was** never asked. We should, I suppose, but as I said, the port is not considered to have much traffic; not too much attention is given to it, perhaps not enough.

Q. Now, did you hold your present appointment when Mr. Vincent Duplessis became a pilot?

A. Yes.

Q. Will you relate how you proceeded to obtain that pilot? Did you put an ad in the newspapers? Did you write to persons you knew, to obtain this new pilot?

A. No, except that he asked to become a pilot because his father was getting old; he is already, I believe, 68 now.

Q. Mr. Wellie Duplessis?

A. Yes, his father is Wellie Duplessis. So he wanted to take his place, he wanted to be sure to have his place,
P. 676 he did not want anybody -/- else to have his place; he wanted to have this job, so he was given a licence, issued by the chairman; it was not the secretary who suggested that.

Q. Did you give him any kind of test?

A. No, we merely relied on the other local pilots, about whether he was competent.

Q. But you yourself, do you know whether Mr. Vincent Duplessis had any kind of apprenticeship in the port?

P. 676 A. No, I do not know, and besides I could not give
Contd. him any test.

 Q. And when you gave a licence to Mr. Vincent
Duplessis, you asked Mr. Mooney what he thought of Mr.
Vincent Duplessis' qualifications?

 A. Well, to tell you the truth, Mr. Mooney was not
too much for it, because . . . I do not think it was so
much because he was not qualified; it was mostly because we
did not need three. Two were certainly sufficient.

 Q. I think that is reasonable, also?

 A. Yes, one is perhaps not enough because he could
take sick, but two should be sufficient.

P. 677 Q. Now, I see in your report of 1961, 1960, and 1958,
which we shall file as exhibit 321, if you will examine it
and tell us whether these are truly copies of your report?
You may consult the three copies?

 A. It seems all right.

 Q. I see that in the report of March 1961, Mr. Vincent
Duplessis did not receive any money.

 A. Yes, he did not live in Buctouche, he worked
elsewhere.

 Q. He was not there?

 A. He was not there, he was not paid.

 Q. And in 1960, he divided one-third - one-third with
the others?

 A. Yes.

 Q. Now, was he piloting actively in 1960?

 A. Yes.

 Q. He was piloting actively?

 A. Yes, if he did not pilot, he would not be paid.

P. 677 Q. Under present regulations (1960 you may receive a
Contd. salary -/- of 5% of the gross pilotage earnings per year?
P. 678

A. Yes.

Q. It is already filed as exhibit 321. It is not shown that you received your salary in 1961 and 1960. Did you receive it in actual fact?

A. I did not write it down in the reports.

Q. It is not shown in the reports?

A. When I made my report, to give a salary to the pilots I merely divided the amount in three, because the secretary's salary was not large enough.

I should have marked it down, but did not do so.

Q. But you did actually receive it?

A. Yes.

Q. I ask because we found in one district that the secretary did not collect it; he left it to the pilot. I do not mention it as an example to follow.

A. No.

THE PRESIDENT:

Q. Now, are you paid at 3% or 2-1/2%?

P. 679 A. Up to last year, they paid us, he paid me - the secretary was paid \$4.00 a ship, with the exception of tankers, which were \$3.00.

The regulation was changed in the last years: it is 5%. We have not started to charge 5%; I have just charged it this year.

MR. MAURICE JACQUES,

For the Commission:

Q. How much did you charge last year?

A. The same: \$4.00 for a large ship and \$3.00 for tankers.

. 679
ontd.

Q. Now, you have been here since 1954; you have been keeping these reports since 1954. Can you tell us anything concerning water traffic here? Will it develop? There seems to be more vessels now than in the past; do you think it will keep on?

. 680

A. The number of ships coming here is no greater, really; they are fewer every year, because not many came last year, and this summer it is not expected that there will be many -/- except the tanker; the tankers come oftener because there are large tanks here.

Now, Buctouche Village always expects a development, hope never dies; nothing can be built. It is only my personal opinion. There is so much hope for a development, an industry; perhaps the port would help that way.

Q. Could grow?

A. Could grow. Maybe yes, to improve the situation; I believe that apart from the channel which is not too deep and not too wide; besides traffic is not heavy enough to change much of anything.

I cannot ask for anything like that myself. Maybe if the Commission met and decided, it could recommend something to the Department.

Q. What are the chief industries here in Buctouche?

A. Fishing and lumbering.

Q. Lumber - what kind of lumber?

A. Mostly pulp.

Q. Pulpwood?

A. Pulpwood.

Q. Pit props and long lumber?

. 681

A. Pit props are rare -/- lately. There must be

. 681 some. Then there is farming. There is no industry apart
ontd. from that.

Q. And the vessels that come here to pick up cargos, what kind of cargos do they load?

A. Mostly pulpwood.

Q. And where are those cargos shipped?

A. I do not rightly know; possibly New York, other places, that is what is being said; some vessels come from overseas, not many.

Q. Now, it is you who keeps the books of the Commission?

A. Yes.

Q. What are the books that you have?

A. I have only one book that I keep; I started last year, to list incoming ships, with tonnage records, the ship's tonnage, the depth, the "draft", and the amount of money.

Q. You make the invoices for the pilotage dues?

A. Yes.

Q. Do you have your own invoices for that?

A. Yes, I had invoices made up in writing, typewritten, it is well-written; the amounts are written on them.

. 682 Q. What information do you give on your invoices?

A. We record the "draft", the depth of the ship and the tonnage, then the fees for the pilot boat, and sometimes it has to be changed place at the dock; called movage; we give these items in detail.

Q. Now, in the figures shown in your report 321 opposite the name of each vessel: does this include the boat charge?

. 682
ontd.

A. Yes.

Q. It includes the boat charge?

A. That is what the boat paid.

Q. That is what the boat paid?

A. Yes.

Q. And it includes the \$20.00 charged for the service of the pilot boat?

A. Yes, well, in 1958 it wasn't \$20.00, it was \$10.00; the \$20.00 charge started only last year, in 1962.

Q. And that money, is it divided in three or given to each pilot?

. 683 A. The \$20.00 for the pilot boat is given to the pilot who gets the ship, -/- but the rest of the money is divided in three.

Q. You make the division?

A. Yes, I always receive the money.

Q. Now, do the pilots sign you a receipt when they receive that money?

A. No.

Q. They trust you?

A. Yes.

Q. And you, yourself, in your books; do you obtain a document from the ship's master, a document signed by the ship's master concerning the pilotage?

A. I have had one or two; seldom.

Q. Seldom?

A. Yes.

Q. So the pilot does not get the captain to sign anything?

A. No; the captain will sign the bill, however.

. 683
ontd.

Q. Your invoice?

A. The invoice, yes; the captain will sign that.

Q. Now, you have heard Mr. Mooney say that sometimes a captain will ask the pilot to refund part of the pilotage dues. Are you aware of that?

. 684

A. I have heard it mentioned, but cannot verify anything; I cannot tell you.

Q. Now, here is a very touchy question, and I hope that you will answer as tactfully as possible: Do politics take a hand in pilotage here?

A. I have never noticed.

Q. You never noticed? Do your pilots come under Workmen's Compensation?

A. No.

Q. Unemployment Insurance?

A. No.

Q. Nothing of that nature?

A. Nothing like that, no insurance.

Q. Do you know whether there are any kinds of insurance on the pilot boat, here, in connection with pilotage?

A. On the boat . . . the pilot boat belongs to the pilot; they are boats borrowed from fishermen, if they have insurance, we do not know. It is fishermen's insurance, maybe.

Q. The local Commission has not required anything from the standpoint of insurance?

A. No.

. 685

Q. Do you issue a licence -/- to the pilot boat?

A. The pilots have their licence.

Q. But the boat for the pilots, is there a licence for it?

Page 10
Examination of Laurie Maillet
Volume CDH 8 - May 24, 1963
Pages 672-685 inclusive

. 685
ontd.

A. No.

Q. Under the by-laws of 1961, you have the right to issue licences for pilot boats; in fact, it is stated in Section 24: "No vessel shall be used as a pilot vessel unless there is in force a pilot vessel licence issued by the authority"; that is to say, issued by you. Do you see any kind of usefulness in that section?

A. No, I do not believe that the pilots either . . . there would have to be a way to get to the large vessels.

Q. But do you think that their ships at this time are adequate for the service?

A. Oh, yes.

Q. Fishing boats?

A. Fishing boats: they are large ships; they are 40 feet long; they are built for fishing, for the sea; they can always make their way.



L. MAILLET
Enquête
EX. - 685

1
2
3 au bateau pilote?

4 R Les pilotes ont des licences.

5 Q Mais les bateaux pour les pilotes,
6 est-ce qu'ils ont des licences?

7 R Non.

8 Q En vertu de vos règlements de mil neuf
9 cent soixante et un (1961), vous avez le droit d'émettre
10 des licences pour les bateaux pilote, et en fait, on
11 dit ceci, c'est l'article 24: "No vessel shall be used
12 as a pilot vessel unless there is in force a pilot vessel
13 licence issued by the authority." c'est-à-dire, émis par
14 vous. Est-ce que vous voyez une utilité quelconque à
15 cet article-là?
16

17 R Non, je ne crois pas que les pilotes
18 non plus - il faudrait qu'il y ait un moyen de se
19 rendre aux gros bateaux.

20 Q Mais pensez-vous que leurs navires,
21 à l'heure actuelle, se sont des navires adéquats pour
22 le service?

23 R Ah oui.

24 Q Des bateaux de pêche?

25 R Des bateaux de pêche, c'est des gros
26 bateaux, ils ont quarante pieds (40') de long, c'est fait
27 pour la pêche, pour la mer, ils peuvent toujours se rendre.

28 Mr. ROBERT KNOWLTON SMITH:

29 Q I have just one question, My Lord,
30



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TORONTO, ONTARIO

L. MAILLET,
Enquête,
EX. - 686

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it has nothing to do with Bouctouche, but I thought these gentlemen might know about it - are you familiar with Moncton?

A. Oh yes.

Q. Is there shipping up the river to Moncton?

A. Well, I don't know, I am not familiar enough for that; the only thing I know about Moncton, I think the tankers go up there for oil.

Q. They go up there for oil?

A. I think they do. I couldn't say for sure; I know the tankers go up there.

Q. They have to pass under the bridge?

A. There must be some bridge there.

THE PRESIDENT:

Well, gentlemen, this completes the evidence; as I told you before, should you think some of you have further information that should be brought to our attention, please write to us over there, if there is anything we could include in our report, as far as you are concerned, we would be quite pleased. Now, we wish you good luck.



Inquiry,
- 687 -

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MR. W.H. NEWCOME,

A. The dredging is our biggest problem here,
because we haven't enough water, about every four or five years,
it has to be redredged, which is quite an expense.

MR. MAURICE JACQUES,

Counsel for the Commission:

Q. That is done by the Department of Public
Works, I suppose?

A. Yes.

Q. But is it done in a way which is satisfactory
to shipping?

A. Well, it will last for a few years; the
currents seem to fill it in. I think that's the reason why
the shipping is probably as low as it is.

Q. When was it done last?

A. The complete dredging, every ten years;
no more than ten years, something like that.

L. MAILLET:

A. We have a few complaints from the pilots,
I think it was mentioned before, it wasn't well done, the
pilot also said that, I don't see why I should say it again,
it is not wide enough and deep enough.

THE PRESIDENT:



Inquiry,
- 688 -

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3Q.
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Do you think there could be more shipments
by sea if there were more facilities in the harbour?

MR. W.H. NEWCOME;

A. Shipping by water?

Q. Yes, ships?

A. It is down to what it used to be; they
used to saw and ship long lumber at one time, that was quite
an export; then, they changed temporarily for pulpwood; and
pit props, yes, there was some during the war, we sold a lot
of pit props; now, it has got down to pulpwood, pulpwood loads.

The oil boat is coming in from the
refinery in St. John, loading those tanks that you probably
see from here.

Q. Is there some shipping done by rail?

A. Oh, just in a small way.

Q. Just in a small way?

A. Yes.

Q. By truck?

A. No, the rail shipment is mostly pulpwood,
boats sometimes to Quebec City and Campbellton, Dalhousie and
those places.

THE PRESIDENT:

Thank you very much. We know you have
a small harbour, but for a small harbour, it is working
smoothly. Congratulations.



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

Inquiry,
- 689 -

I, the undersigned, Court Reporter,
hereby certify that the above evidence
is a true transcript of my shorthand
notes.

G. OSCAR BOISJOLY,
Court Reporter.

ADJOURNED TO PUGWASH,
5:00 P.M.

ROYAL COMMISSION

ON

PILOTAGE

Proceedings of the hearing
held aboard the "C.D. Howe",
at sea, for the Pilotage
District of Pugwash, on the
24th day of May, 1963.

Vol. 9 CDH

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RPS

ROYAL COMMISSION ON MARINE PILOTAGE

Proceedings of the hearing
held aboard the "C.D. Howe",
at sea, for the Pilotage
District of Pugwash, on the
24th day of May, 1963.

COMMISSION:

The Honourable Mr. Justice Bernier	Chairman
Robert K. Smith, Esq. Q.C.	Member
Harold A. Renwick, Esq.	Member

Mr. F.S. Morissette	Asst. Secretary
---------------------	-----------------

COMMISSION COUNSEL:

Mr. Maurice Jacques

ALSO PRESENT:

Capt. J.S. Scott, Nautical Advisor to
the Commission

Capt. F.S. Slocombe, Department of Trans-
port and Liaison Officer

* * *



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

INDEX OF WITNESSES

BROWNELL, FREDERICK EIRA

Dir. ex. by Mr. Jacques

4

MACAULEY, DONALD MACKAY

Dir. ex. by Mr. Jacques

31



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

Aboard the C.D. Howe
Friday, May 24th, 1963

2

BPRS

1 ---UPON COMMENCING AT 5:15 P.M.

2

3 THE CHAIRMAN: Well gentlemen, we are very glad
4 to have had the opportunity of meeting you here.

5 Our task was explained to you by our counsel and
6 also by our nautical advisor, Captain Scott. As you know,
7 we have been requested by the Government of Canada to
8 make an investigation into pilotage. That is, to find
9 out what pilotage is in Canada; then to receive the
10 recommendation of the various people involved in pilotage.
11 We are then to make our own recommendation to the Government
12 of Canada.

13 As you are no doubt told, we are not from the
14 Department of Transport. As a matter of fact, we are not
15 from any Department of Canada. We are a different group
16 altogether created for that special purpose and each of
17 us here are laymen as far as pilotage is concerned. There-
18 fore, in order to find out what pilotage is the best way
19 is to go to where the pilotage is and to interview the
20 people who are living the pilotage -- who are making those
21 facts that we have to know. That is why we call upon you.

22 Now, you may find this sitting is a little
23 formal; it is like a Court of Justice. Well we have found,
24 and as you know, it is the only way really to obtain the
25 facts in a way that we could rely upon because we are
26 going to make recommendations and we have to be able to
27 say that these are facts on which we can rely. If you
28 go and ask people what has happened and so on and you know
29 very well by experience that you are going to gather all
30 kinds of evidence, but in order to have the best information



1 possible we had to resort to the procedure in the Court
2 of Justice which has been proven by centuries to be the
3 only reliable one as far as humanly possible with our
4 system.

5 But, as you may have been told also we know that
6 you are not prepared to answer everything, all the
7 questions that are going to be put to you, so feel free
8 to say that you are not prepared to answer to that
9 question when you have not this information available and
10 furnish what is missing later on. You can send it to us
11 by mail, through correspondence. We would like to have
12 the picture as complete as possible so whatever you forget,
13 or whether we forget to ask you, and if you think that it
14 should be known in the interest of pilotage in general and
15 in the interest of your pilotage problem here, just write
16 to us and let us know. Because, as you may easily under-
17 stand, how can we recommend anything -- how can we report
18 if we have not got the facts. We are asking you for your
19 help and I am sure that we are going to get it.

20 Now, I am going to ask Mr. Jacques to proceed
21 and, of course, if anything you wish to add or to complete,
22 please do so.

23 COMMISSIONER SMITH: My lord, before the witness
24 starts to give his evidence I would like to draw attention
25 to the Order-in-Council creating the District of Pugwash.
26 There are some recitals and I am quoting down the middle;

27 "It is hereby ordered that a Pilotage District
28 "be formed for Pugwash in the County of Cumber-
29 "land, in the Province of New Brunswick."

30 I have always understood the County of Cumberland



1 was in the Province of Nova Scotia and I don't want to
2 take anything away from New Brunswick, but I think we
3 would like to hold what we have.

4 MR. JACQUES: Thank you.

5
6 FREDERICK EIRA BROWNELL, Sworn

7
8 DIRECT EXAMINATION BY MR. JACQUES:

9 Q. Would you first state your full name and
10 age for the record, please?

11 A. Frederick Eira Brownell.

12 Q. And your age?

13 A. Forty-eight.

14 Q. How long have you been a pilot?

15 A. Since 1956.

16 Q. Since 1956. And before you became a pilot,
17 did you obtain sea experience anywhere?

4 18 A. Only through fishing.

19 Q. Through fishing. Do you have any certific-
20 ates of any kind?

21 A. No.

22 Q. And how did you gain your knowledge of
23 Pugwash?

24 A. As a pilot? Through travelling in and out
25 with the other pilots.

26 Q. Travelling in and out with the other pilots?

27 A. Yes.

28 Q. How long did you do that before you became
29 a pilot?

30 A. Approximately two years.



1 Q. Two years. And how many trips did you
2 make a year, approximately?

3 A. Oh, I would say possibly 20 each year.

4 Q. 20 each year. What type of vessels called
5 at Pugwash then?

6 A. Freighters, pulpwood boats and lumber boats.

7 Q. And lumber. And do you recall what their
8 size was, approximately?

9 A. I would say they would be in the vicinity
10 of 300 to 350 in length.

11 Q. Did you pass any examination to become
12 a pilot?

13 A. Yes.

14 Q. And for whom did you pass that examination?

15 A. It was a native of Pugwash. His name was
16 Fred Bergman.

17 Q. What was he?

18 A. He had a coastal ticket, captain.

19 Q. And the Authority sent you to pass an
20 examination before him?

21 A. Yes.

22 Q. What questions did he ask you, roughly?

23 A. Oh, I can't remember right offhand.

24 Q. Perhaps I might be able to help you. Did
25 he examine you on rules of the road?

26 A. To a certain extent.

27 Q. On buoys?

28 A. Yes.

29 Q. On tides?

30 A. Yes.



- 1 Q. On currents?
- 2 A. Right.
- 3 Q. And handling --
- 4 A. Judgment.
- 5 Q. Handling a ship?
- 6 A. Yes.
- 7 Q. Manoeuvring steamships?
- 8 A. Yes.
- 9 Q. And you became a pilot afterwards?
- 10 A. That is right.
- 11 Q. Did you serve any time as a probationary
- 12 pilot?
- 13 A. No.
- 14 Q. You went straight as a regular pilot?
- 15 A. That is right.
- 16 Q. Did you, in the course of your duties,
- 17 since you have become a pilot ever have an accident with
- 18 ships?
- 19 A. Groundings.
- 20 Q. Groundings. Yes. Collisions and hitting
- 21 the docks?
- 22 A. We did bump the dock last year a little
- 23 bump.
- 24 Q. Was there much damage?
- 25 A. No damage to the ship and a little bit to
- 26 one of the wharves, just broke the angle iron.
- 27 Q. Nothing serious?
- 28 A. No.
- 29 Q. Before we discuss any groundings, I would
- 30 like you to explain how you take ships in and the difficulties



1 you meet with in doing so. First, where do you board
2 ships when you take them in?

3 A. Usually board off red buoy, in the vicinity
4 of the red buoy.

5 Q. Mark this on chart 4498, filed as Exhibit
6 322, with a letter "X".

7 A. Yes.

8 Q. And would you tell us now how you would
9 take your ship in?

10 A. I usually leave the anchoring ground about
11 one hour before high water.

12 Q. One hour before high water?

13 A. Yes.

14 Q. Do you do that all the time for all the
15 ships?

16 A. If possible. Sometimes we can't, but the
17 ship doesn't get in the right time. If it is possible we
18 like to have one hour coming in.

19 Q. So you normally take ships in on a rising
20 tide?

21 A. That is right, on the end of it.

22 Q. How would the current be running?

23 A. The current isn't running very strong the
24 last hour of the tide.

25 Q. How many knots?

26 A. By the time we get to the dock it is
27 probably running half a mile, just enough to turn the
28 ship.

29 Q. Enough to turn the ship?

30 A. That is what we try for.



1 Q. When you board a ship before you start
2 to go in, what would be the rate of the current?

3 A. In the harbour? An hour before high
4 tide possibly -- tide is a knot or a knot and a half.

5 Q. What direction?

6 A. Going in.

7 Q. Would you experience any cross currents?

8 A. Oh yes, there is quite a heavy current
9 down by here.

10 Q. Where?

11 A. This point right here, directly across from
12 the wharf.

13 Q. You would experience cross currents there?

14 A. Yes.

15 Q. Anywhere else in the harbour?

16 A. Not at that time, not one hour before high
17 water.

18 Q. So this is the only place?

19 A. This is the only place tides affect us
20 in coming in.

21 Q. And you wouldn't take that into account
22 elsewhere?

23 A. The reason is possibly we come up here, and
24 have to make a turn and it hits the bow of the ship.

25 Q. Over Pugwash bar?

26 A. This is it here.

27 Q. Would you take into account the tide and
28 the current?

29 A. We always have the tide and the current in
30 mind when bringing a ship in. That is why we leave it to



1 the last hour of the tide.

2 Q. To have as little current as possible?

3 A. Yes, and we want enough to turn the ship
4 when we get her there.

5 Q. How much water would you have available
6 on the route inward?

7 A. It varies. The bar was the shallowest
8 place and it varies there as you can see from 21 feet up
9 about the shallowest and possibly the big tide 22 to
10 26.

11 Q. What is the rate of the tide here?

12 A. You mean the height? It varies from
13 6 to 8 feet. It varies according to the moon tide.

14 Q. Yes, I realize that. Between 6 and 8 feet?

15 A. Possibly a stormy tide might be 9 feet.

16 Q. How much rise would you have left one hour
17 before tide?

18 A. Close to a foot.

19 Q. Now, when you are taking a ship in do you
20 give orders to the wheelsman and the mate on watch as
21 regards movement?

22 A. Yes, I give the orders.

23 Q. You give the orders?

24 A. Yes.

25 Q. Has it always been done like that to your
26 knowledge?

27 A. As far as I know.

28 Q. Does it happen sometimes the master takes
29 over the ship from you?

30 A. Yes, it has happened.



1 Q. Does it happen frequently?

2 A. No. You don't very often see it unless
3 a master that has been in quite a few times and he begins
4 to think he knows more than you do.

5 Q. Do you think he knows more than you do?

6 A. I wouldn't say he doesn't, but that is
7 about the only time I have seen it happen, some guy that
8 has been in several times and thinks he knows the channel
9 better than we do and sometimes try to tell you you are
10 wrong.

11 Q. But the normal stranger would not interfere?

12 A. We have no trouble.

13 Q. Do you do the docking when you are along-
14 side?

15 A. Yes. The master usually -- he will -- we
16 work together. He will do some probably I don't tell him
17 to do but we usually work together when a ship is docking
18 and the master will possibly take over to a certain extent.

19 Q. Do you have lakers here, lake ships?

20 A. Yes, we have had. Not too many lately.

21 Q. Would the master of the lake ships do their
22 own docking?

23 A. Yes, they certainly can. We usually let
24 them go to it because they are used to it.

25 Q. Is that the normal practice?

26 A. Yes. Lakers most of them do. We just tell
27 them what to do and they go ahead and do it.

28 Q. What do you say normally?

29 A. If you are coming in to the dock you will say
30 we have to go up to the pier and usually put the nose of



1 the ship against the dock and swing it.

2 COMMISSIONER SMITH: How large are the lakers,
3 net tonnage, very large?

4 THE WITNESS: No, not too big, not too many
5 big lake boats in here. Only small boats.

6 Q. You would put the nose of the ship yourself
7 on to the dock and let her come around with the tide?

8 A. That is how we turn them all.

9 Q. What would the master do then as you do
10 that?

11 A. He usually looks after the engine himself
12 and speed. He can judge that better than the pilot because
13 he knows what the ship can do. You usually work between
14 the master and the pilot so that everything comes out for
15 the best.

16 Q. Now, when the salt water ship comes in is
17 the same procedure followed?

18 A. Only you usually have to do pretty well all
19 of it yourself.

20 Q. On a salt water ship?

21 A. Yes.

22 Q. The master wouldn't do anything?

23 A. Not too much.

24 Q. What about lakers, do you do the piloting
25 coming into the harbour?

26 A. Yes.

27 Q. Would the master take over from you then?

28 A. Coming in the harbour, no.

29 Q. He wouldn't?

30 A. No.



1 Q. How long does it take from sea buoy to dock
2 to take a ship in?

3 A. It depends a lot on the size of the ship.
4 If it is a big ship you have to be careful and go easy at
5 the dock and you have a bad turn to make just before we
6 dock and if a big ship, you have to be much more careful.
7 I would say in the vicinity of three quarters of an hour
8 or one hour on a big ship.

9 Q. That would be about maximum?

10 A. Yes.

11 Q. Do you take ships in at night?

12 A. We have been the last two years.

13 Q. Is the majority of work done at night or
14 during the daylight hours?

15 A. I would say salt boats as much at night as
16 in the day.

17 Q. What about others?

18 A. Pretty well daytime.

19 Q. So the majority of jobs are done during the
20 daylight hours?

21 A. Yes, at the present time. In the future
22 I think more night than day because it will be more salt
23 boats than pulp boats.

24 Q. What is the size of the salt boats?

25 A. They had two here last year, one was 372
26 and I think the other one was 381, somewhere around
27 close to that. I might be out a foot or two.

28 Q. Do you recall their net tonnages?

29 A. It is pretty close to 2,000 tons, one a
30 little over and the other one a little under.



1 Q. How much water would they draw coming in?

2 A. Usually about 14 feet coming in.

3 Q. What would be the maximum draught you would
4 take in?

5 A. Going in. We have taken them in when you
6 know pretty well loaded. Oh, I'd say the deepest I have
7 taken in would be 18 feet.

8 Q. Now coming out do you look after the un-
9 mooring of the ships, letting go of the lines, etcetera?

10 A. Yes.

11 Q. What would be the maximum draught you would
12 take out?

13 A. The most I have taken out is 21 feet.

14 Q. Would you also leave one hour before high
15 water?

16 A. The time again varies because we leave
17 according to the current. I mean we have to have so much
18 tide to get the bow away from the dock and the tide carries
19 her bow off and it might run strong, up to 20 minutes
20 before high tide and we have to wait 'til it slacks and
21 it would vary approximately from 20 minutes to three quarters
22 of an hour before high water, before we leave.

23 Q. So your work is governed always by the time
24 of high water?

25 A. We have to work on high water.

26 Q. Coming in or going out?

27 A. Not necessarily coming in. We come in at
28 low tide sometimes.

29 Q. What would guide your choice, the time of
30 arrival of the ship?



1 A. Yes.

2 Q. Does the draught have anything to do with
3 it?

4 A. 14 feet can be anytime.

5 Q. If she draws more than 14 feet would you
6 ask her to wait until one hour before high water?

7 A. Yes.

8 Q. And going out you always leave just before
9 the tide makes?

10 A. Yes, before it finishes.

11 Q. And you are going out actually slack water,
12 high?

13 A. Yes.

14 Q. How long does it take you to go out?

15 A. Not as long as to come in. An hour -- about
16 half an hour.

17 Q. And you board off the vessel off the red
18 buoy?

19 A. No, that makes a difference. We get off
20 at the black buoy.

21 Q. We will mark it "X2"?

22 A. Yes. Wait a minute.

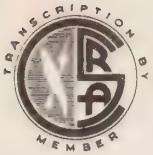
23 Q. Now, when you are taking a ship drawing
24 21 feet of water out of Pugwash, how much water underneath
25 it?

26 A. The shallowest place is the bar. I wouldn't
27 say you would have much over a foot of water at any tide.

28 Q. What is the nature of the bottom?

29 A. Sand and mud.

30 Q. Sand and mud. Is there any evidence of



1 silting there on the bar?

2 A. I don't think so. I could never see any
3 difference in my experience.

4 Q. It has remained pretty much the same in
5 your experience?

6 A. Yes.

7 COMMISSIONER SMITH: Haven't we made some
8 requests to the Department of Public Works for dredging?

9 THE WITNESS: Yes. In fact, there is a dredge
10 in there at the present time. It is not working yet.
11 It is going to do some dredging. There is a build up in
12 here in the channel.

13 Q. Inside the harbour there is a build up in
14 the vicinity of red spar buoy?

15 A. Yes.

16 Q. A red circle on the map. So there is
17 evidence of silting there?

18 A. Yes.

19 Q. Would you be able to tell how much?

20 A. Enough to ground the Severn River.

21 Q. You might as well tell us about the Severn
22 now. Before you go ahead, we are not here to blame you
23 for anything.

24 A. No, I don't feel you are going to blame me.
25 I don't see how you could. It is pretty well the centre
26 of the channel and it was at night when the Severn River
27 went out, possibly twelve o'clock, a good fine night, calm
28 and going very slow, dead slow, the slowest it would run,
29 and coming down here and did open the range lights enough
30 to give us a little more room on the turn and I happened to



1 look there and said to the captain the ship is stopped.

2 You are aground. So we immediately give her full speed.

3 Q. Which way?

4 A. Astern. She didn't move. She sat right
5 there.

6 Q. How did she get off?

7 A. We left her as she was until the next
8 high tide and tried it again, but she wouldn't go off.
9 She pivoted back and forth, but wouldn't move ahead or
10 back, so the captain and the company decided to unload
11 possibly one hundred tons of salt and the next high tide
12 she came off. This was a bigger tide and a breeze came
13 up and raised the tide higher and floated it.

14 Q. Were you on board when she floated off?

15 A. Yes.

16 Q. Did you take soundings of the bottom
17 conditions?

18 A. I think they did before we floated off.

19 Q. Would you recall if someone said she was
20 making water or not after?

21 A. No she wasn't.

22 Q. To the best of your knowledge did she strike
23 any log, or anything hard?

24 A. We didn't know she was stopped. We actually
25 didn't know she stopped.

26 Q. Afterwards?

27 A. No.

28 Q. No evidence of rock there that would damage
29 the bow?

30 A. None whatever.



1 Q. Would you have any comments to offer on
2 the aids to navigation which you have here in Pugwash?
3 Do you find them adequate or do you have any comments to
4 make?

5 A. There is one thing we could stand here.
6 We should have two beacons for coming up this stretch
7 at night.

8 Q. We will mark them with the letters A and
9 B on the inset of chart 4498, Exhibit 322, lighted beacons?

10 A. Yes.

11 Q. How good are the range lights on Fishing
12 Point?

13 A. Very good.

14 Q. Electric lights?

15 A. Yes. Whitish green, very good light.

16 Q. What about buoys now?

17 A. We have three lighted buoys on this turn
18 -- it is a bad turn -- and bad on port side.

19 Q. Going on?

20 A. Yes. And the one over here is a barrel
21 buoy.

22 Q. Circled in red?

23 A. And I think there is one thing that we
24 could use there is a lighted buoy there.

25 Q. A lighted buoy?

26 A. It gives a better chance.

27 Q. Have you made any requests either to your
28 Local Commission or the Department of Transport?

29 A. No, not as yet.

30 Q. None has been made?



1 A. No.

2 Q. Are these the only changes or improvements
3 you would suggest?

4 A. There could be a lot of improvement if they
5 would dig some of the mud out.

6 Q. But as regards aids to navigation?

7 A. I will tell you one other thing I would
8 like to see. I would like the entrance buoy if possible,
9 if it was lighted.

10 Q. Where you board the ships coming in?

11 A. That is right.

12 Q. A proper fairway buoy, lighted?

13 A. You come up here with a ship at night and
14 the only way you can tell how far you are from the shore
15 is with radar. If you had a light to go by it would be
16 better.

17 Q. What about radar? Do you use radar in your
18 job?

19 A. Usually use it coming up this stretch here.
20 From the lighted buoy until the range lights here.

21 Q. You would use radar?

22 A. Yes.

23 Q. Would that be during clear weather?

24 A. At night.

25 Q. During daylight would you need it?

26 A. No, you don't need it then.

27 Q. Would you take a ship in when visibility
28 is restricted?

29 A. Not if it is too restricted.

30 Q. What would you say is too restricted?



1 A. There is no point trying to take a ship
2 in unless you can see the ranges. I mean, if it is
3 restricted so you can't see the range lights, there is
4 no point.

5 Q. You wouldn't take it in when visibility
6 is restricted by snow, rain or fog?

7 A. No.

8 Q. But going out, would you take a ship out
9 when visibility is low?

10 A. Not if you can't see the range lights.

11 Q. Do you make use of echo sounders when you
12 take ships out?

13 A. No. Very seldom. Sometimes the captain
14 would use it, but we don't.

15 Q. Now sir, as regards the harbour itself,
16 do you take your own soundings?

17 A. I did.

18 Q. Would you explain to the Commission how you
19 do that?

20 A. Well, last winter they did a survey of
21 from here out to here.

22 Q. You mean from --

23 A. Pineo Point out to the bar.

24 Q. Who made the survey?

25 A. The Department of Public Works. And I
26 happened to be employed with them on that survey.

27 Q. And what did they do?

28 A. It was done through the ice and got a very,
29 very accurate survey on it.

30 Q. You mean they sounded through the ice,



1 walked on the ice with machines?

2 A. An ice auger. They bore holes with the
3 auger through the ice and used sounding -- it is very
4 accurate. You couldn't get any better. It was ideal.

5 Q. This is quite new to me. How many holes
6 would they punch, every foot or three feet?

7 A. No. I think every 20 feet.

8 Q. Yes.

9 A. Every 20 across the channel, across the
10 channel every 20 feet lengthwise of the channel. If it
11 is 200 feet wide, every 20 feet across the channel and
12 sounding taken and 20 feet further ahead and the same
13 thing.

14 Q. Right across?

15 A. They usually were done 200 feet each side
16 of the centre of the channel, the range beacon lights.

17 Q. Were these soundings printed?

18 A. They are in the process of being printed
19 up now. An engineer was up last week and showed me a
20 sketch of the thing. I was interested on account of this
21 build up.

22 Q. Apart from these soundings, before that
23 had you taken your own soundings periodically?

24 A. Yes. With my motorboat sounder. I have
25 one on the motorboat and any place I was a little doubtful
26 I sounded to my own satisfaction.

27 Q. To the best of your memories these soundings
28 which you have taken yourself, with your echo sounder,
29 would they agree with those taken by the Public Works through
30 the ice?



1 A. Yes. I would say pretty well yes.

2 Q. How long have you been doing this?

3 A. I have had the sounder in my boat for three
4 years but used to do it by hand before that. That is the
5 only way to learn where the water is. I have sounded
6 several times.

7 Q. Did you find many changes in the centre of
8 the channel?

9 A. No.

10 Q. It remains the same?

11 A. Pretty much. Where this build up is is
12 one thing we missed because it is a straight way, and the
13 last place in the world we expected to have trouble.

14 Q. And you did have trouble?

15 A. We did. Where I was more interested in
16 say turns to get your ship around the bends.

17 Q. Where you need more room?

18 A. That is right.

19 Q. Now sir, you mentioned your own boat.

20 Do you use that boat to board on and off ships?

21 A. Yes.

22 Q. You have your own man looking after the
23 boat and do the operating?

24 A. Yes.

25 Q. How long have you had that boat?

26 A. This particular boat I have right now?

27 Q. Yes?

28 A. Two years old. This is the third year
29 for it.

30 Q. Would you give us her length and beam?



1 A. Yes. The length is 40 feet and the beam
2 is I think 10.8. Net tonnage 7.8.

3 Q. Is she licensed?

4 A. Registered.

5 Q. Registered?

6 A. Registered under the marine, mariner.

7 Q. Do you have a licence from the Pilotage
8 Commission to operate this as a pilot boat?

9 A. Not as a licensed pilot boat, no.

10 Q. What equipment have you got on her?

7 11 A. Not too much equipment, other than a
12 fire extinguisher and couple of life jackets.

13 Q. Do you have any echo sounder?

14 A. Yes.

15 Q. That is your own?

16 A. Yes.

17 Q. Do you have any radio telephone?

18 A. No.

19 Q. She is used for fishing, I presume?

20 A. Yes.

21 Q. And a good sea boat?

22 A. Yes.

23 Q. Without being too inquisitive and we are
24 interested in the price of the boat because we hear a
25 lot about pilot boats here and there and would you tell
26 us what is her value, not what you paid, what is her
27 value?

28 A. Approximately two thousand dollars.

29 Q. Equipped?

30 A. New, yes.



1 THE CHAIRMAN: Equipped with a motor?

2 THE WITNESS: Yes.

3 Q. And life buoys and things like that and fire
4 extinguishers?

5 A. Yes.

6 Q. Is she insured for your pilotage work?

7 A. No. No more than I have sick mariners'
8 insurance.

9 Q. But you might have something else apart
10 from that. We don't want to pry into your private things.

11 A. No, she is not insured.

12 Q. As a pilot do you benefit from Unemployment
13 Insurance and Workmen's Compensation?

14 A. No.

15 Q. Again as a pilot, are you a member of any
16 group insurance plan of any kind, shape of description, as
17 a pilot mind you?

18 A. No.

19 THE CHAIRMAN: Workmen's Compensation?

20 MR. JACQUES: He said no my lord.

21 Q. Would you care to add anything that we may
22 have forgotten about your work here?

23 One more question and I hope you will answer it,
24 are you sometimes requested by ship masters to give a
25 kick-back on your pilotage dues?

26 A. No.

27 Q. Never?

28 A. No, I have never been. That is not, we
29 know the time the ship was aground, the captain did help
30 us a lot and he did a lot of extra work and I think he



1 mentioned something about he should have pay for it. When
2 we put in a bill we allowed an extra \$10.00 for him.

3 Q. I am not talking about payment for services
4 rendered, but a kick-back which the master would get from
5 you because you pilot a ship and get paid for it?

6 A. No. We expect something from him.

7 Q. Do you provide a linesman service to dock
8 ships?

9 A. Yes.

10 Q. You do. And you are paid for that?

11 A. Yes.

12 Q. Do you use your boat for that purpose also?

13 A. Very seldom have to use the boat.

14 Q. You don't run lines ashore with your boat?

15 A. An odd time, but very seldom.

16 Q. Now sir, the by-laws which have been in
17 force since June, 1962, provide boat charge of \$10.00 every
18 time the pilot boat is used. If you go out to board a
19 ship it is \$10.00 for the boat and when the ship leaves
20 and your boat comes to pick you up that is \$10.00 also?

21 A. Yes.

22 Q. To the best of your knowledge, can you tell
23 me whether this \$10.00 covers adequately this work?

24 A. No, it doesn't. I don't think it does.

25 Q. How much do you think the boat charge should
26 be to cover your out-of-pocket expenses in fuel, lub oil,
27 and to allow for depreciation on your boat?

28 A. I would say it should be \$15.00 each trip.

29 Q. \$15.00 each trip. You think that would be
30 a fair reward for this particular service?



1 A. Yes.

2 Q. I can't think of any more questions. Can
3 you think of any more answers?

4 THE CHAIRMAN: We have a few.

5 COMMISSIONER SMITH: If your lordship pleases,
6 I would like to ask the witness a few questions.

7 The channel in the outer harbour is a very
8 crooked, narrow channel?

9 THE WITNESS: That is right.

10 COMMISSIONER SMITH: And as I understand it
11 a very difficult one to navigate?

12 THE WITNESS: Yes, it is.

13 COMMISSIONER SMITH: And I also understand that
14 at low water there is only 14 feet there?

15 THE WITNESS: That is right.

16 COMMISSIONER SMITH: Now, within the last few
17 years I don't know how many groundings but the press
18 reports some groundings took place of salt ships, ships
19 carrying salt on it and there was an insistent demand
20 from the Distrist and the people I believe here to have
21 some extensive dredging operations take place in the outer
22 harbour; is that correct?

23 THE WITNESS: That is quite true.

24 COMMISSIONER SMITH: And what was the reply to
25 those requests or demands or whatever they were?

26 THE WITNESS: I don't think I can answer that
27 question because I wasn't involved in the request. But
28 I think it was mostly done by the salt company.

29 COMMISSIONER SMITH: You wouldn't have, your
30 District wouldn't have any knowledge of what the --



1 I will ask the president or somebody else when they are
2 on the witness stand.

3 Now, in that narrow harbour do you come up beyond
4 the bridge?

5 THE WITNESS: No.

6 COMMISSIONER SMITH: You never go up beyond the
7 bridge?

8 THE WITNESS: No.

9 COMMISSIONER SMITH: Do any ships at all go
10 up there?

11 THE WITNESS: No.

12 COMMISSIONER SMITH: There are several tankers
13 come into Pugwash; is that correct?

14 THE WITNESS: No. No tankers.

15 COMMISSIONER SMITH: Petroleum is delivered by
16 truck is it?

17 THE WITNESS: That is right.

18 COMMISSIONER SMITH: The 14 feet of water in
19 the inner harbour, that is constant at low tide. It
20 always stays at least that high?

21 THE WITNESS: It is the outer harbour where the
22 trouble is, where the shallow water is. The inner harbour
23 we do have one hazard and that is directly across from the
24 north corner of the wharf. There is a rock formation
25 there.

26 COMMISSIONER SMITH: And so far as the bar is
27 concerned in the outer harbour there is no problem there,
28 no dredging, no rock?

29 THE WITNESS: Not to my knowledge.

30 COMMISSIONER SMITH: That is all, thank you.



1 THE CHAIRMAN: With regard to the pilot boat,
2 would your boat serve also for the other pilot? I under-
3 stand there are two pilots here?

4 THE WITNESS: Yes.

5 THE CHAIRMAN: Do each of you have a pilot boat?

6 THE WITNESS: We both have a fishing boat.

7 THE CHAIRMAN: And you use your fishing boat
8 when you have to go to the ships. You use your own and
9 collect the money?

10 THE WITNESS: That is right.

11 THE CHAIRMAN: I see. Now, I understand your
12 port is closed during the winter, icebound?

13 THE WITNESS: Yes.

14 THE CHAIRMAN: And the season would go from
15 what date about?

16 THE WITNESS: Oh, the 1st of May 'til about the
17 10th or 12th of December.

18 THE CHAIRMAN: It is a question we are going to
19 get more information on I suppose from the Secretary,
20 but what is the trend with regard to traffic here; is it
21 increasing?

22 THE WITNESS: Yes, I would say it is increasing
23 the last couple of years. The salt is making a difference.

24 THE CHAIRMAN: Double and tripled I think from
25 the figures.

26 THE WITNESS: Possibly double.

27 THE CHAIRMAN: Three years ago it was 7 and it
28 went up to 20 and now is 44.

29 THE WITNESS: Yes, but there has been past years
30 when it has been quite well up.



1 THE CHAIRMAN: Do you think it is going to --
2 this trend is going to increase or stay still or decrease
3 now?

4 THE WITNESS: I think it will increase because
5 of the salt mine. That is where it is coming from. It
6 depends on their sales.

7 COMMISSIONER SMITH: Are they through their
8 drilling operations?

9 THE WITNESS: Testing and drilling.

10 COMMISSIONER SMITH: Are they down as deep as
11 they intend to go?

12 THE WITNESS: No. They are sinking a new shaft
13 now. They are going to go deeper.

14 COMMISSIONER SMITH: The new shaft is for
15 increased production?

16 THE CHAIRMAN: With regard to your recommendation
17 as to aids for navigation, don't rely on us if you want
18 that very fast because our report may take a few months.
19 It might be good maybe for you to report to the right
20 authorities right away.

21 MR. JACQUES: I have a few questions I forgot.

22

23 BY MR. JACQUES:

24 Q. The actual work you do, do you take regular
25 turn with your fellow pilot taking ships in and out?

26 A. No, not necessarily.

27 Q. How do you work it?

28 A. As you know, we can't make a living out
29 of piloting. We fish lobsters and have a spring and fall
30 season. I fish the spring season and the other pilot the



1 fall. During the spring season he does pilot work and
2 during the fall season I do it.

3 Q. Which is the better fishing season?

4 A. That is a good question.

5 THE CHAIRMAN: Is that a fair question?

6 THE WITNESS: There is times when we both work
7 at it regardless of fishing.

8 Q. And the earnings are shared equally?

9 A. Yes.

10 Q. Regardless of the number of ships each
11 takes?

12 A. Yes.

13 Q. Do you get along fine with your fellow
14 pilot?

15 A. So far, yes.

16 Q. I noticed in 1961 you had two apprentices?

17 A. Yes.

18 Q. And you don't seem to have any in 1962.
19 What happened if you know?

20 A. I couldn't answer that question what happen-
21 ed to them.

22 Q. When these fellows were apprentices, did
23 they go on the ships with you?

24 A. They didn't go very often. They went some.

25 Q. How many times would they be gone with you?

26 A. I couldn't tell you. The Secretary could
27 tell you more about that.

28 Q. Have you anything you wish to say to the
29 Commission, anything we have forgotten? You are quite
30 free to speak your mind. You don't have to fear anything



1 from us.

2 THE WITNESS: I don't think there is anything more
3 I can remember right offhand anyway.

4 THE CHAIRMAN: If anything does come to your mind
5 while you are here you can say so before we finish and
6 anything you recall afterwards, if of any importance, send
7 it to us.

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DONALD MACKAY MACAULEY, Sworn

DIRECT EXAMINATION BY MR. JACQUES:

Q. Would you state your full name and age, sir?

A. Donald Mackay Macauley.

Q. And you are Secretary-Treasurer of the local Pilotage Commission?

A. Yes.

Q. And you have been in that position since 1958?

A. Yes.

Q. And what is your occupation?

A. Just making out pilot bills. My own occupation, I haven't time to tell you.

Q. You have got several?

A. Horse trader and cattler trader and machinery dealer.

Q. Businessman?

A. Yes. Farm improvement we call it.

Q. I am sure you are quite able to tell the Commission on your own how you administer pilotage here. Just give us all the points, what documents you keep and what bills and what you do with the money and the calls your pilots make?

A. When the boat arrives at the port, the pilot comes and gives me the inward draught and net tonnage and then when the boat is loaded we get the outward draught and I make up a bill of triple copies, two goes to the captain and I keep one for myself. That money is



1 banked until the end of the month. At the end of each
2 month I write out a cheque for each pilot for their share
3 of the proceeds, less five per cent for myself.

4 Q. Have you an example of one of your bills
5 to show the Commission? It will be returned to you.

6 THE CHAIRMAN: All the information is there.

7 Q. I have copies of your annual report here.
8 Would you glance at them and tell me if they are exact
9 copies and if so we will file them as Exhibit 323.

10 A. 1962 is correct. 1961 is correct. 1960
11 is correct.

12 Q. They are exact?

13 A. Yes.

14 Q. Thank you very much.

15

16 ---EXHIBIT NO. 323: Copies of annual report for
17 the years 1962, 1961, and
18 1960.

18 Q. Do you have any difficulties in collecting
19 pilotage bills?

20 A. None whatever.

21 Q. You have never lost any pilotage?

22 A. No.

23 Q. Do you have requests from masters to repay
24 back any amount of the pilotage?

25 A. No.

26 Q. Is the tonnage figure checked in any way
27 by you or by the pilots or is the captain's word good?

28 A. The pilots give me the net tonnage.

29 Q. They look after that?

30 A. Yes.



1 Q. Who does the dispatching of pilots here?
2 Who tells them when ships arrive and when they are ready
3 to leave?

4 A. Generally it is just a matter of a ship
5 coming up to the anchor ground and blowing for a pilot.
6 Sometimes the agents will wire ahead a ship is coming
7 up here at a certain time and the pilots will be on the
8 lookout for it.

9 Q. Is there a lookout kept at all times for
10 ships who may come up without having given due notice
11 before?

12 A. Between the pilots.

13 Q. Between the pilots. They do that themselves.
14 Now you are in business, and perhaps you can give us some
15 information; the amount of ships which have called here
16 since 1960 has increased from 12 to 34?

17 A. 34 in 1962.

18 Q. To what would you attribute this increase?

19 A. Mostly salt. There has been a larger
20 percentage of pulpwood leaving here too.

21 Q. How much would have left, approximately?

22 A. Increase for pulpwood?

23 Q. Yes?

24 A. Oh I might say 10 per cent.

25 Q. And do you know the destination of this
26 cargo?

27 A. No.

28 Q. You don't know if it goes to Europe or the
29 States?

30 A. No.



1 Q. Do you foresee in the next few years any
2 increase in the ships calling at Pugwash?

3 A. I would say yes.

4 Q. Would you hazard a guess as to the percent-
5 age of increase?

6 A. Well, the salt increase will definitely
7 be larger but the pulp market will govern the other.
8 Pulpwood takes circles, one year you might get a big
9 demand and then drop off for two or three years as the
10 supply is built up and the fourth year see it build up
11 again.

12 Q. If there is a major increase in shipping,
13 do you think you would have to request the services of
14 a third pilot?

15 A. We would like to have a third pilot at the
16 present time.

17 Q. Why?

18 A. With two men, one man could be away and
19 possibly another man could be sick, and we would be without
20 a pilot. We did try to work two apprentices in but didn't
21 have too much success.

22 Q. What happened to the two apprentices?

23 A. Childishness.

24 Q. Childishness on whose part, the apprentices?

25 A. Yes. The two pilots would have to chase
26 after them. They were only given an allowance of \$10.00
27 a boat for the first six months until they write exams.
28 And for \$10.00 they would sooner go elsewhere.

29 Q. You have lost them because of that?

30 A. Yes.



1 Q. Have you planned to ask any other apprent-
2 ices this year?

3 A. If I have the opportunity.

4 Q. Those two which you had for one year, how
5 did you get them? Did you advertise in the newspapers?

6 A. No, personally went and saw these two
7 boys because they have been fishermen along the shore and
8 quite good seamen.

9 Q. And asked them to become apprentices?

10 A. Yes.

11 Q. Apart from these annual reports, filed as
12 Exhibit 323 and copy of your bills, do you keep any other
13 documents or statistics for pilotage here?

14 A. No.

15 Q. Now sir, your Commission has adopted in
16 May, 1962, a new set of by-laws which I presume were
17 submitted to you by the Department of Transport; is that
18 exact?

19 A. Yes.

20 Q. Would you care to comment on these by-laws?

21 A. No, I don't.

22 Q. Do you think there is too much provided for
23 for your District? Do you think it is too bulky or
24 complicated for your District?

25 A. No, I wouldn't say that. It covers every-
26 thing in case there ever was any trouble come up those by-
27 laws would cover it pretty well, at the present time we
28 have no reason to use them.

29 Q. But would you feel that they should be
30 kept on the books by your Commission?



1 A. Yes, I think they are satisfactory.

2 Q. Does your Commission meet regularly?

3 A. No.

4 Q. How often do you meet?

5 A. Once a year.

6 Q. Once a year. Have you met in, say, in the
7 season 1962?

8 A. May 9, 1961.

9 Q. I see you keep minutes. Do you keep min-
10 utes on separate sheets of paper or have you got a minute
11 book to run for years and years?

12 A. Separate sheets of paper.

13 Q. To the best of your knowledge, without
14 making a reproach, how far would your minutes go, how far
15 back would they go?

16 A. 1960.

17 Q. 1960?

18 THE CHAIRMAN: Excuse me. Were you provided with
19 any minutes or were any documents handed over to you by
20 the former Secretary?

21 MR. MACAULEY: No, none whatever.
22 There was only the thing I received from the former
23 Secretary.

24 THE CHAIRMAN: 1959 report?

25 MR. MACAULEY: 1958, I believe.

26 THE CHAIRMAN: 1958 report.

27 MR. JACQUES: That was all the archives turned
28 over to you?

29 A. That is all.

30 Q. Do you know if prior to May, 1962, there were



1 any archives in Pugwash?

2 A. Yes, an old copy of the by-laws.

3 Q. You had that?

4 A. Yes.

5 Q. Now sir, without mentioning any names would
6 you tell us whether politics have interfered with the
7 efficient operation of pilotage here in Pugwash?

8 A. I wouldn't say it interferes with the
9 efficient operation. I say it has made lots of changes.
10 Every time the government changes why the Commission
11 changes.

12 Q. The pilots change?

13 A. Not this time they didn't.

14 Q. Are you expecting any changes in the
15 Commission?

16 A. Yes.

17 THE CHAIRMAN: We gathered that from one word
18 you said before.

19 MR. JACQUES: Sir, I may have forgotten to ask
20 some questions, but would you care to add anything to what
21 has been said by the pilots themselves or would you care
22 to make any comments whatsoever?

23 MR. MACAULEY: I don't think there is anything
24 I can say.

25 MR. JACQUES: Nothing you can say?

26 MR. MACAULEY: No.

27 MR. JACQUES: You are perfectly happy this little
28 gathering has supplied the Commission with all the import-
29 ant facts relating to pilotage here?

30 MR. MACAULEY: Such as goes on in the Village of



1 Pugwash.

2 MR. JACQUES: Yes.

3 THE CHAIRMAN: Without getting into the question
4 of politics and without also thinking about new people
5 or other people who could have been there, do you think
6 for the good organization or operation of the Commission
7 here it is well for changes like that even without any
8 changes of government?

9 MR. MACAULEY: No.

10 THE CHAIRMAN: You think it is adverse?

11 MR. MACAULEY: That is right.

12 THE CHAIRMAN: And that is something that should
13 be stopped?

14 MR. MACAULEY: That is right.

15 THE CHAIRMAN: Fine.

16 MR. MACAULEY: I think if anyone on the Commission
17 is not capable of doing his job he should be changed
18 regardless.

19 THE CHAIRMAN: And especially when the Commission
20 changes?

21 MR. MACAULEY: Yes.

22 THE CHAIRMAN: And maybe it happened before?

23 MR. MACAULEY: It did.

24 THE CHAIRMAN: And even worse because even the
25 pilots were changed before?

26 MR. MACAULEY: Right. It would be a sad story
27 as far as I am concerned.

28 THE CHAIRMAN: We can tell you we have seen
29 this picture with various feelings all the way down.

30 BY MR. JACQUES:



1 Q. You said the pilots have changed?

2 A. They did not change in the last change of
3 politics.

4 Q. In the previous one?

5 A. Yes.

6 Q. But now would you expect them to change?

7 A. I can't answer that question.

8 Q. Has any pressure been brought upon you to
9 have them changed?

10 A. No.

11 THE CHAIRMAN: I see the pilots were appointed
12 in 1949.

13 MR. MACAULEY: Yes.

14 THE CHAIRMAN: On your bill there, I looked it
15 up and find five per cent not charged. That is your
16 Commission?

17 MR. MACAULEY: Yes.

3 18 Q. But it is not the bill sent to the --

19 A. No it is put on after the two bills go to
20 the captain.

21 Q. For your accounting?

22 A. Yes.

23 COMMISSIONER SMITH: Mr. Macauley, without mak-
24 ing any suggestions or putting any ideas in your head or
25 the heads of the other members of the District, have you
26 made any application since the Commission came into
27 existence in 1959 or whenever it was, to have an increase
28 in the pilotage dues?

29 MR. MACAULEY: No.

30 COMMISSIONER SMITH: No application has been made?



1 MR. MACAULEY: No. That was thought about when
2 we brought our new by-laws out but didn't do it.

3 COMMISSIONER SMITH: You decided not to ask
4 for any increase or tonnage to enable an increase to be
5 made in the by-laws?

6 MR. MACAULEY: We were thinking about the good
7 of the Village and with a new industry starting we thought
8 it would look bad to increase pilotage rates right then.

9 COMMISSIONER SMITH: I think that is an
10 admirable attitude but a little bit out of line with other
11 places, Mr. Macauley.

12 I asked the pilot about the representations
13 that had been made to the government for dredging and
14 widening and deepening in the outer harbour and from the
15 press reports some concerted effort was being made to try
16 and persuade the authorities that was necessary. Has there
17 been any answers to those representations?

18 MR. MACAULEY: Not to the Committee of Pugwash.
19 The correspondence has been between Mr. Hobson, then
20 vice-president of Rock Salt Company, and Mr. Robert Coates.

21 COMMISSIONER SMITH: The member?

22 MR. MACAULEY: Yes.

23 COMMISSIONER SMITH: And as far as the District
24 is concerned you have not participated in that?

25 MR. MACAULEY: No.
26
27
28
29
30



H. I. SMITH

MR. JACQUES: I don't think it will be necessary to place you under oath unless you have some important fact to relate. Feel free to make anything known to us.

MR. SMITH: I will answer any question.

MR. JACQUES: Would you agree with what has been said so far?

MR. SMITH: Yes. I agree up to a point.

MR. JACQUES: Do you think it presents a true picture?

MR. SMITH: Yes, but I don't think either one of the two made it quite strong enough over the political angle because they intend to use the hatchet.

One of our pilots will automatically be dismissed regardless when his year's licence expires. We didn't do it. We didn't change either men. We kept them both on but I know that will take place and I know the Commission will automatically be fired. I am at a loss why I haven't received my notice now.

MR. JACQUES: It is that bad?

MR. SMITH: I don't know how it could be any worse. It is a known fact right on the streets of Pugwash. They are even making their brags now. That is how bad it is. And I certainly don't think it is right when a man serves on a Commission since 1958 free gratis, for nothing, and tries to promote the interest of the port and his reward, get a notice from Ottawa you are automatically through. I have no way of knowing who would be my successor. I have a good idea. It has been rumored a good



1 many places and he is already a member of this present
2 Commission. He notified us he would not act on the present
3 Commission for the simple reason we wouldn't dismiss one
4 pilot for political reasons, but we never bothered forward-
5 ing his resignation to Ottawa and therefore he is still
6 on the Commission. The last election he switched over and
7 now a supporter of the present government so he is going
8 to be the Chairman; it will be well looked after. That's
9 how it is.

10 MR. JACQUES: Yes.

11 THE CHAIRMAN: Thank you very, very much. We
12 have been looking for a statement of this kind. We have
13 been in New Brunswick here, and we have felt that it is
14 apparently the policy all around the Province and personally
15 we don't think it is good administration and not good
16 for the security of the public. In any event, you may be
17 sure in our recommendation there will be a strong recommend-
18 ation regarding that aspect. We are going to look into it
19 very carefully and press it strongly.

20 MR. SMITH: I certainly won't be really offended
21 when I get my notice.

22 THE CHAIRMAN: I wish you could remain there
23 because you have a good setup here. It is working very
24 well. I think I would be very disturbed if the old
25 Commission was changed and if anything happened to the
26 pilots on account of politics.

27 MR. MACAULEY: The pilot that will be dismissed
28 is the pilot we have with us tonight, if this does happen.

29 THE CHAIRMAN: I see.

30 ---WHEREUPON THE HEARING ADJOURNED AT 7:05 P.M.

ROYAL COMMISSION

ON

PILOTAGE

Proceedings of the hearing
held on board the C. D. Howe
Ship at Pictou, Nova Scotia,
on the 25th day of May, 1963

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INDEX TO WITNESSES

PAGE

FRASER, CHARLES WILLIAM

Direct Examination by Mr. Jacques 3

ENGLISH, ROLAND FRASER

Direct Examination by Mr. Jacques 34

MACPHERSON, DUNCAN MACKAY

Direct Examination by Mr. Jacques 52



ANGUS, STONEHOUSE & CO. LTD.
TORONTO, ONTARIO

INDEX TO EXHIBITS

1	
2	
3	EXHIBIT NO. 324: Chart 4404.
4	EXHIBIT NO. 325: Chart 4437.
5	EXHIBIT NO. 326: Copies of report supplied by Department of Transport in Ottawa.
6	
7	EXHIBIT NO. 327: Sample form of invoice used by Pilotage Authority for the District of Pictou in the collection of dues.
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
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21	
22	
23	
24	
25	
26	
27	
28	
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1 ---Whereupon the hearing commenced at 9:00 A.M.

2 THE CHAIRMAN: Well gentlemen, we are very
3 pleased to call at Pictou this morning. From now on we
4 are proceeding to-day to Halifax and to North Sydney and
5 maybe Saint John and back to Montreal.

6 As you know, we are a Commission created by the
7 Government of Canada in order to investigate pilotage.
8 That is to find out what pilotage is in Canada. We are to
9 give a description of it, because as you know the pilotage
10 is older than most of our institutions and therefore it
11 originated through a need at various places. Of course,
12 you find all kinds of different pilotage wherever you go
13 and that is what we were requested to find out and re-
14 quested also to find out whether the actual rules and reg-
15 ulations of pilotage are really adequate to the various
16 conditions. That is why we are calling upon you and we
17 will try to call everywhere to find out from those who
18 are living those facts, the pilotage, what it is; because
19 really you are the only ones that can tell us the facts.

20 So far we have been across Canada on the west
21 coast and on the east coast and we have been to Prince
22 Edward Island, New Brunswick, British Columbia, Newfound-
23 land and next month we will start the St. Lawrence River
24 from Montreal up to the Great Lakes and I can tell you
25 that almost any place we called we found something different.
26 It is almost impossible just looking at the reports and
27 reading books to really find the pictur of a place.

28 Now, you may find that this meeting is a little
29 formal. We had to do it this way because we found by
30 experience that should we just gather and chat with every-



1 body it is impossible to have a real picture. Everybody
2 will say something which is not necessarily accurate and
3 there is nobody to add anything and we might leave with the
4 wrong picture. So, we have found that the old procedure
5 of the Court of Justice is maybe a tedious one but it is
6 really the only reliable one. That is why we are taking
7 evidence under oath so therefore the facts that are so
8 given to us are, can be relied upon.

9 We understand though that you may not be pre-
10 pared to answer all our questions; to give us all the
11 facts that should be given. In that case, feel free just
12 to tell us you are not ready to give those facts, that
13 you will have to look further in your records and see and
14 you will forward that information to us later on. And if
15 you think of anything further later on to certain points
16 that should have been brought to our attention, write to
17 us.

18 We are a fact-finding board and we are here to
19 gather the facts and you are the only ones living with
20 the facts that should tell us what they are. Any help you
21 can give us will be very much appreciated and we proceed
22 as we do in a Court of Law and I will ask the Commission
23 Counsel to proceed as he would normally do in a Court of
24 Justice with witnesses.

25
26 CHARLES WILLIAM FRASER, sworn

27 DIRECT EXAMINATION BY MR. JACQUES:

28 MR. JACQUES: First I would like to file
29 Charts 4404 as Exhibit 324 and Chart 4437 as Exhibit 325.



1 ---EXHIBIT NO. 324: Chart 4404.

2

3 ---EXHIBIT NO. 325: Chart 4437.

4 Q. Now sir, state your full name and age,
5 please?

6 A. Charles William Fraser.

7 Q. And how old are you?

8 A. 60.

9 Q. And how long have you been a pilot?

10 A. Since 1953, ten years this year.

11 Q. Ten years this year? Since 1953? And
12 before you became a pilot what did you do?

13 A. Different jobs, worked largely towboating.

14 Q. And any other occupation connected with
15 ships before becoming a pilot?

16 A. No.

17 Q. Just towboating?

18 A. Yes, mostly towboating.

19 Q. And how long were you towboating?

20 A. Ten or twelve years.

21 Q. Ten or twelve years. Did you obtain a
22 certificate of master or mate of a tug?

23 A. Not on towboats. I did on boats laying
24 cables.

25 Q. Boats laying cables in 1951?

26 A. Yes, sir.

27 Q. And how long were you on cable ships?

28 A. Small boats laying cable, Northumberland
29 Strait and those places. We had in the entrance of Caribou,
30 we had cables.



1 Q. What certificate did you obtain?

2 A. Master.

3 Q. Master, what kind?

4 A. Small boats around 17 tons net tonnage.

5 Q. When did you obtain that certificate?

6 A. In 1951.

7 Q. In 1951 also?

8 A. 1953 for pilots.

9 Q. And 1953 for pilot. Before you became a
10 pilot did you serve any apprenticeship here in Pictou?

11 A. Yes.

12 Q. How long an apprenticeship did you serve?

13 A. Altogether maybe eleven or twelve years.

14 I intended to file for years. I was brought up by a pilot
15 and always in the pilot boat.

16 Q. Your father was a pilot?

17 A. No, the man I lived with, MacDonald.

18 Q. And you used to go out under him on the
19 pilot boat?

20 A. Always.

21 Q. Did you go on ships with him?

22 A. Not very often, once in a while.

23 Q. Did you have any formal apprenticeship
24 before becoming a pilot? Were you required to go aboard
25 with the previous pilot and do a certain number of trips
26 in and out?

27 A. Yes. I have quite a few.

28 Q. How many times did you go?

29 A. Some years maybe only once or twice and
30 other years eight or ten times.



1 Q. And when you were granted your license
2 as a pilot, did you pass any examination at all?

3 A. That is right.

4 Q. You did. Before whom did you pass that
5 examination?

6 A. Captain Frank Camel.

7 Q. What was he?

8 A. Inspector for mates and masters with
9 Merchant Navy. He was Harbour Master here before that,
10 but that was before he used to be captain of the Fergus
11 and captain of the Maglan.

12 Q. Do you recall what sort of examination it
13 was?

14 A. Just an oral examination.

15 Q. And on what subjects?

16 A. Harbour and river.

17 Q. Did that include buoys and tides and
18 currents?

19 A. That is right.

20 Q. Rules of the road?

21 A. That is right.

22 Q. Ship handling?

23 A. Yes.

24 Q. And you obtained your license afterwards?

25 A. Yes.

26 Q. Before becoming a pilot had you ever
27 had any occasion to handle a large steamship coming along-
28 side?

29 A. In charge, no.

30 Q. Did you have any trouble when you first



1 became a pilot?

2 A. No sir.

3 Q. What is the largest vessel that would call
4 here at Pictou?

5 A. There hasn't been any large ones for a
6 number of years.

7 Q. What is the largest you have taken in?

8 A. The Alexander I think was the name, 470
9 feet.

10 Q And do you recall her net tonnage?

11 A. I don't just recall it no, she was drawing
12 25 feet of water, but don't remember.

13 Q. What would be the approximate tonnage of
14 the majority of the ships you would get here?

15 A. Well we don't get anything now. Mostly
16 tankers, small tankers.

17 Q Irving Oil Tankers?

18 A. Yes.

19 Q. And what tonnage would they be?

20 A. They vary from 300 to 1000 tons, net.

21 Q. 300 to 1000 tons net. And how much water
22 would they draw when they come here?

23 A. 15 or 16 feet loaded.

24 Q. 15 or 16 feet loaded. Now, I see you have
25 a few foreign ships calling at Pictou?

26 A. Pulp.

27 Q. Calling for pulp?

28 A. Yes.

29 Q. What would be the size of those ships?

30 A. They vary, all different.



1 Q. What would be the largest one?

2 A I just can't say off hand.

3 Q. You can't say off hand. Do you keep records
4 of the jobs you do?

5 A. It is kept in the office by Mr. English.

6 Q. You don't keep your own records?

7 A. No.

8 Q. Now sir, referring to the various charts
9 which were filed, Exhibit 324, would you indicate to me
10 on this chart where you board on and off ships calling at
11 Pictou?

12 A. By-laws of this harbour out between this
13 imaginary line.

14 Q. I want to know what you do, not what the
15 law is.

16 A. Anywhere from here clean to here or here.

17 Q. Anywhere from the entrance Pictou Road to
18 Pictou Island?

19 A. That is right. And if ahead of time they
20 anchor in here somewhere.

21 Q. Generally anchor off Seal Point on Pictou
22 Island?

23 A. Yes.

24 Q. And where else?

25 A. Anywhere in this line.

26 Q. And in an area south of Pictou Island and
27 west of a line drawn from Seal Point to the western,
28 eastern end of Merigomish Island.

29 And how do you get up there?

30 A. Motor boat.



1 Q Is that your own motor boat?

2 A. I have one, yes.

3 Q. You have one. What is her size?

4 A. 35 feet, 9 ft. 7 beam, 35 feet long.

5 Q. And is she decked?

6 A. No, not decked, no.

7 Q. Open boat?

8 A. Cabin on her, but open boat.

9 Q. And used for fishing, I imagine?

10 A. Yes.

11 Q. And you have an engine in her?

12 A. That is right.

13 Q. And how old is she?

14 A. The boat is 7.

15 Q. Seven years old? And how long have you

16 had her?

17 A. We have had her four years.

18 Q. Four years. Without going into too many
19 details what was she worth when you bought her? When you
20 got her, I don't know if you bought her?

21 A. We bought her. We paid \$600.00. It was
22 worth more than that.

23 Q. To the best of your knowledge how much
24 was she worth

25 A. The whole equipment?

26 Q. Yes.

27 A. Around \$1,000.00.

28 Q. Apart from your motor have you any other
29 equipment on board? Life buoys, fire extinguishers?

30 A. Yes sir, all boats carry them and we do.



1 Q. Have you an echo sounder?

2 A. No.

3 Q. Radiò-telephone?

4 A. No.

5 Q. Nothing like that? And who handles your
6 boat when you go out to a ship?

7 A. Generally one of my sons.

8 COMMISSIONER SMITH: Mr. Jacques, I wish
9 you would bring out from the witness the tariff here. I
10 haven't any by-laws in my by-law book and don't find any-
11 thing in this statement to indicate the tariff.

12 Q What do you do when you board a ship? What
13 do you do aboard?

14 A. I go on the bridge.

15 Q Yes?

16 A. The officer of the bridge makes me ac-
17 quainted with the captain and he generally hands it over
18 to me and tells me we are stopped or going slow ahead or --

19 Q. And who gives orders to the wheelsman?

20 A. I do.

21 Q. And who gives orders to the mate on watch
22 for engine movements?

23 A. I do. He stands by the telegraph.

24 Q. Does it happen that a master would take
25 a ship away from you?

26 A. No.

27 Q. It has never happened to you?

28 A. No.

29 Q. Now, coming in what is the distance from
30 where you board the ship to Pictou?



1 A. It could be 2 miles or it could be 12
2 miles according to where I meet him or he stops.

3 Q. There could be that difference?

4 A. I have gone 14 or 15 miles.

5 Q. Does it happen very often?

6 A. Not too often. They generally come up in
7 here, about five or six miles

8 Q. Five or six miles off the entrance?

9 A. Yes.

10 Q. Why won't ships come any closer?

11 A. Foreigners don't, they generally stop down
12 there.

13 Q. Haven't they got charts and radar and
14 things?

15 A. They have but some don't have a Pictou
16 chart or they just don't have that and come up in the bay.

17 Q. And sometimes you have to go ten miles?

18 A. And further sometimes. The majority of
19 ships come up to pick up this gas buoy down there.

20 Q. Gas buoy in the Caribou Channel?

21 A. That is right, in the back of Doctor
22 Island. They look for that.

23 Q. Look for the gas buoy?

24 A. And Gull Rock Light.

25 Q. And they enter up there?

26 A. This light is hard for a stranger to pick
27 up because the town is in behind it.

28 Q. How many miles would it be from Pictou
29 Road to Pictou?

30 A. Pictou Road continues out here, only three



1 or four miles from here.

2 Q. Three or four miles from Road?

3 A. Yes.

4 Q. Is there any current when you get to the
5 entrance of the harbour?

6 A. Yes, there is a current.

7 Q. Is it very strong?

8 A. It is on the ebb on spring tide quite strong,
9 3 to 4 knots.

10 Q. On the ebb only. What about on the flood?

11 A. Very little, maybe three-quarters or one
12 knot.

13 Q. Does it makes your handling of the ship
14 more difficult or more dangerous?

15 A. More difficult.

16 Q. More difficult.

17 COMMISSIONER SMITH: What are the tidal
18 conditions, rise and fall of the tide here?

19 THE WITNESS: 4 to 6 feet.

20 Q. When you come in, do you have to come in
21 on the tide or can you come in any time?

22 A. That depends on the draught of the ship.

23 Q. What would be the limit to come in any time?

24 A. We only have 21 feet here outside, of
25 water outside on the bar. There is plenty of water in
26 the harbour, but off here only 21 feet at low water.

27 Q. At low water. So anything drawing less
28 than 21 feet you can take in at any time?

29 A. Any time.

30 Q. And over 21 feet have to wait for high water?



1 A. Wait for rise.

2 Q. And a ship drawing over 21 feet, how long
3 before high water would you leave?

4 A. One and a half to two hours.

5 Q. Before high water to come in?

6 A. That is right.

7 Q. Do you get very many ships drawing over
8 21 feet?

9 A. No, not very many.

10 Q. How many last year?

11 A. I don't think we only had one or two at
12 the outside.

13 Q. Now, when you are coming in on the various
14 ranges there, do you have experience of any difficulties
15 whatsoever?

16 A. No sir.

17 Q. What about the channel, does it remain
18 the same place all the time or does it change?

19 A. It is always the same.

20 Q. It is always the same?

21 A. To my knowledge.

22 Q. Do you take soundings of the channel your-
23 self?

24 A. No, not lately.

25 Q. You used to?

26 A. The only place we ever sound is in the
27 river from here to Glasgow.

28 COMMISSIONER SMITH: When you speak of
29 the river is that East River?

30 THE WITNESS: Yes.



1 COMMISSIONER SMITH: There are two rivers?

2 THE WITNESS: East, West and Middle, three
3 rivers.

4 Q. But right up to Pictou from sea you
5 wouldn't bother taking soundings?

6 A. No.

7 Q. To the best of your knowledge is there any
8 evidence of silting, mud accumulating in the bottom any-
9 where alongside the docks or channel?

10 A. No, not that I know of.

11 Q. What about aids to navigation? Do you find
12 they are satisfactory here?

13 A. We have very good here, as far as lights
14 and lighthouses.

15 Q. Oil lights or electric lights?

16 A. Electric lights here.

17 Q. What about buoys? Do you find they are
18 suitably placed?

19 A. Very good.

20 Q. Are they well maintained?

21 A. Yes sir.

22 Q. Would you have any suggestion as regards
23 to buoys and lights?

24 A. We have pretty good buoy system.

25 Q. Now, from the flashing red buoy at the
26 entrance of the harbour to Pictou, how long would it
27 take you to take a ship down?

28 A. Generally going in and out of the Narrows
29 we go slow ahead. We have to have some power if we need
30 it. We cut across the tide.



1 Q. What place do you cut across the tide?

2 A. In here, 250.

3 Q. 250 crosses?

4 A. The tide is pretty well down this way and
5 262 you have tides going this way on the ebb tide.

6 Q. Coming in when you get to the flashing red
7 buoy you are stemming the tide but when you round the
8 buoy you cut across the tide; is that right?

9 A. The tide, ebb tide doesn't follow the
10 channel.

11 Q. It flows straight out?

12 A. Yes.

13 Q. And you have to cut across the tide?

14 A. And trim this side because it gets stronger
15 in the beam of the light.

16 Q. When on the ranges of Grave Point?

17 A. That's right.

18 Q. What about ranges, are they well lighted
19 and buoyed?

20 A. Very good set of ranges.

21 Q. No complaints?

22 A. No sir. This one is very good.

23 Q. Range lights at Battery Point?

24 A. Yes. Since they done away with the one
25 up here, that is a very poor light.

26 Q. One light, not a range?

27 A. It is a range up on here, but very light
28 red and in among the bright lights. A stranger can't
29 hardly find it.

30 Q. Do you suggest any other colour for it?



1 A. Dark red or another colour. It is very
2 pale.

3 Q So you can distinguish it from the back-
4 ground lights of the town?

5 A. That is right. A stranger will find it
6 pretty hard to find.

7 Q. Now sir, in Pictou you have several wharves
8 there which are shown on Chart 4437. Would they be used
9 by all ships here?

10 A. No.

11 Q. Which wharves would you use mostly?

12 A. There is a brand new wharf. There has been
13 nothing to it yet.

14 Q. A government wharf?

15 A. Yes. About the only ones we use are
16 Irving Oil has their own docks and beyond those pulpwood
17 is shipped from the other side of the harbour, Pictou
18 Landing.

19 Q. Pictou Landing?

20 A. Yes.

21 Q. And these would be the docks you would go
22 to mostly?

23 A. Yes.

24 Q. Is there any difficulty in docking at
25 any of these places?

26 A. Only at Landing wharf with a strong ebb
27 tide, pretty impossible to get in there.

28 Q. Do you ever get lakers now?

29 A. Not since the coal closed, no coal cargoes.

30 Q. How long ago was that?



1 A. Quite a few years. I just don't remember.

2 Q. This morning I saw that the Northern Gaspe
3 came in. Did it take a pilot?

4 A. No sir.

5 Q. Why not?

6 A They don't take pilots, those regular
7 running boats.

8 Q. Are there many in that situation, many
9 ships which would not take pilots?

10 A. Only two or three on regular run.

11 Q. Two or three on regular run. Would you
12 recall their names?

13 A. North Gaspe and the Fergus, that is about
14 the only two on regular runs right now.

15 Q. What about the Fergus? What size would she
16 be, approximately?

17 A. I just don't know her tonnage.

18 Q Is she Canadian registry vessel?

19 A. Yes.

20 Q. When you dock ships would the masters take
21 over from you?

22 A. Only on naval ships.

23 Q. Only on naval ships. But they would use
24 a pilot coming in?

25 A. Well --

26 Q. The naval ships?

27 A. Some do and some don't. They have one --
28 if they require one they ask for one.

29 Q Does it vary with the size of the ship or
30 the captain?



- 1 A. I don't know, sir.
- 2 Q. Can they do their own docking?
- 3 A. Yes.
- 4 Q. On a merchant ship who does the docking?
- 5 A. The pilot.
- 6 Q. You do the docking?
- 7 A. Yes.
- 8 Q. Did you ever have any accidents docking?
- 9 A. No sir.
- 10 Q. Never?
- 11 A. Never.
- 12 Q. Not even bump the dock once?
- 13 A. No.
- 14 Q. Did you ever run aground?
- 15 A. No sir.
- 16 Q. Had a collision?
- 17 A. No sir.
- 18 Q. That is a nice record. When you leave
- 19 Pictou, how long does it take you to go out to wherever
- 20 you leave the ship, board off?
- 21 A. Oh, about from the time I back from the
- 22 dock?
- 23 Q. Yes?
- 24 A. An hour or an hour and a quarter.
- 25 Q. Where would you disembark?
- 26 A. Right here. When I go over 21 feet this
- 27 shoal, whenever reach Gull Rock Light.
- 28 Q. Around the measured mile area I can see
- 29 a shoal of 21 feet; would that be the place?
- 30 A. This island here, off the light at the back



1 of Doctor Island.

2 Q. When you open the light on the back of
3 Doctor Island, Gull Lake Light is where you leave the ship?

4 A. He is in the clear then.

5 Q. And your boat goes out to meet you?

6 A. That is right.

7 Q. I understand there are two pilots here?

8 A. Yes

9 Q. Would the other pilot use your boat to
10 board on and off ships?

11 A. No, uses one on this side of the harbour.

12 Q. His own boat?

13 A. Yes.

14 Q. So each pilot has his own boat?

15 A. Yes, sir.

16 Q. Now, I notice that there is a channel right
17 up to Trenton. Do you take ships there?

18 A. Yes. I had three up there last week, oil
19 tankers, three I guess.

20 Q. It looks like a very narrow and intricate
21 channel. How much water would be available?

22 A. We go up with anywhere from 12 to 14 feet.

23 Q. Anywhere from 12 to 14 feet? Is it well
24 buoyed going up there?

25 A. No. No buoys. One here.

26 Q. Indicating a flashing buoy for Indian
27 Cross Point, the turn at Indian Cross Point.

28 A. And set of ranges.

29 Q. Ranges on Norway Point?

30 A. And 119.



1 Q. Ranges at Trenton; is that correct?

2 A. Yes, sir.

3 Q. It is a very, very narrow channel so it
4 seems from the chart. What would be the least useable
5 width?

6 A. 40 feet.

7 Q. 40 feet?

8 A. 40 feet. On this old canal.

9 Q. You refer to a canal on Stonehouse Point?

10 A. Old type of locks in there. There was an
11 anchorage in there.

12 Q. And no longer in there?

13 A. They took the top off down to low water
14 and left it. The old concrete is still there.

15 Q. Would that be a difficult place to neg-
16 otiate with a ship?

17 A. It is a hard place to get into, yes sir.

18 Q. How do you get into there? Do you have
19 tug boats?

20 A. No, no.

21 Q. Any accidents ever happen there?

22 A. I don't know if you call it an accident,
23 we rub here there, just barely rub her to get through.

24 Q. What would be the beam of these tankers?

25 A. I just couldn't say.

26 Q. How much room would you have on each side
27 through Stonehouse Point to Seal Point? That is about
28 the largest?

29 A. Up there between 6 and 7 feet.

30 Q. And on each side?



1 A. No, one side.

2 Q. Is she bridge forward or aft?

3 A. Aft.

4 Q. Bridge aft. How long is she, do you
5 recall?

6 A. No I do not, sir.

7 Q. Do you have trouble handling the ship
8 through that old lock?

9 A. We have to be there at high water slack.
10 That is the only way you can get through.

11 Q. Why?

12 A. There is too much current.

13 Q. Yes. Too much current?

14 A. When they built that they had a stairway
15 over here.

16 Q. On the eastern side?

17 A. That is right, in behind where they cut
18 through that point.

19 Q. It is shown on the chart?

20 A. And built a powerhouse since that and taken
21 this stairway and closed some out of there and so the
22 tide doesn't follow, this cut out goes behind the old
23 one and cuts across the entrance.

24 Q. Cuts across the entrance of the canal?

25 A. Goes around here. The same as originally.

26 Q. That might not be too bad when going to
27 Trenton. When you are leaving Trenton you have to go
28 through the same old lock?

29 A. That is right.

30 Q. Go through at low water or slack high water?



1 A. Slack high water.

2 Q. Would you be able to go through any other
3 time?

4 A. No.

5 Q. Why not?

6 A. You wouldn't get out the end because of
7 the tide cutting across the end of it.

8 Q. How strong is it?

9 A. Common tides you wouldn't get more than
10 one and one-third knots but it could be seven knots at
11 freshet, after a rain.

12 Q. After any rain?

13 A. Any rain of any size.

14 Q. Current reaches up to 7 inches?

15 A. At times 6 or 7 inches.

16 Q. How long does it take you from Pictou
17 to Trenton?

18 A. In the vicinity of one and a half or one
19 and three-quarters hours.

20 Q. Would it take the same time coming back?

21 A. No sir, coming back is about an hour.

22 Q. You take ships up there at night?

23 A. No sir.

24 Q. Why not?

25 A. They only have the ranges from here. Those
26 behind and those ahead of you and from there up --

27 Q. The minute you get to Stonehouse Point
28 there is no aids to navigation to help you?

29 A. No.

30 Q. No lights at all?



1 A. No.

2 Q. None indicated on the chart?

3 A. No.

4 Q. And to the best of your knowledge there
5 is no lights on the east lock, Stonehouse Point or anywhere
6 up to the Irving Oil dock?

7 A. Never saw any.

8 Q. Do you think there should be?

9 A. I don't think you would use them at night.

10 Q. You don't think you could go there at
11 night anyway?

12 A. No, because it is very -- up to here.

13 Q. McKay Point?

14 A. In here you have to go, follow the shore.
15 You can't have enough lights up and it is too crooked.

16 Q. How long have ships and tankers been
17 going up to Trenton? Is that something recent?

18 A. No, 20 years or more.

19 Q. How many years?

20 A. Over 20 years.

21 Q. Over 20 years? Any accidents ever happen
22 in that old lock?

23 A. Not too serious I don't think.

24 Q. Did you go anywhere else apart from Pictou
25 and Trenton? Do you take ships anywhere else?

26 A. No.

27 Q. Pictou Landing, Pictou and Trenton are
28 the only three places?

29 A. Yes, as a pilot.

30 Q. Can you anchor off Pictou right in the



1 harbour?

2 A. Yes, good anchorage.

3 Q. Do ships often anchor there?

4 A. Yes. It is very good anchorage right
5 here. Not soft bottom. It is clay.

6 Q. North of Pictou Landing?

7 A. That is right. Up here is dirty, mud,
8 and so on.

9 Q. I see. Now, there is a boat charge of
10 \$10.00 which may be, is compulsory since the 31st of
11 December, 1962?

12 A. That is right.

13 Q. Before that what was the boat charge do
14 you recall? We can get it from the Secretary.

15 A. He will have it.

16 Q. This new boat charge of \$10.00 gives you
17 \$20.00 for in and out?

18 A. Yes.

19 Q. Return trip?

20 A. Yes sir.

21 Q. Are you able to say whether this \$20.00
22 covers the operating expenses of your boat and also the
23 depreciation?

24 A. No sir.

25 Q. It doesn't?

26 A. No.

27 Q. How much should the boat charge be in
28 order to cover all these expenses?

29 A. It would need to be quite a sum if you
30 just used it for that, but we use our boat for fishing



1 you see.

2 Q. All right. If you used your boat for other
3 jobs?

4 A. Just for piloting?

5 A. Not just for piloting, you use the boat
6 as you do now is \$10.00 for a trip out to a ship sufficient
7 to cover your expenses for that particular job?

8 A. Yes, it pays the man that runs the boat
9 and it pays the fuel but not the depreciation.

10 Q. Nothing on depreciation?

11 A. No.

12 Q. Is your boat insured?

13 A. Yes sir.

14 Q. Is she inspected by the government?

15 A. Government insurance on her.

16 Q. Government insurance on her. Has she been
17 inspected by the Pilotage Commission?

18 A. Yes.

19 Q. Has she got a license?

20 A. Well now, I am wrong. This one that was
21 inspected by the Pilotage Commission is one that burned
22 last year. It burned on fishing. We are using another
23 one now.

24 Q. You have two boats?

25 A. The other one we used up to last summer
26 but it caught fire when fishing lobster.

27 Q. But that one had been inspected by the
28 Local Commission?

29 A. That is right.

30 Q. And had a license?



1 A. Right.

2 Q. But this one hasn't got a license?

3 A. No sir.

4 Q. The law says you must carry with you your
5 license and tariff and you must exhibit your license and
6 tariff to the master if requested. Has it ever happened
7 to you the master would request you to produce your license
8 and tariff?

9 A. No sir.

10 Q. Never?

11 A. Never.

12 COMMISSIONER RENWICK: Mr. Jacques, I
13 am wondering on the subject of tariff if any extra charge
14 for extra mileage going 12 and 14 miles to meet a boat?

15 MR. JACQUES: Not according to the by-law,
16 sir. It reads as follows:

17 "Schedule of by-law to Pictou - a
18 charge of \$10.00 is payable on each
19 occasion that a pilot boat is used to
20 transport a pilot to or from a vessel
21 that has entered or leaving outside".

22 Q. And according to the P.C. 225 $\frac{1}{2}$ the district
23 extends from the most easterly point of Pictou Island
24 at a line running thence south-east until it strikes the
25 gulf shore on Arisaig Point and bounded on the west by
26 a line drawn from Amet Island to Rocky Point at the county
27 line and embracing all navigable waters in the County of
28 Pictou.

29 Q. You have heard that description. Would
30 you be able to show me where all those places are on



1 Chart 4440?

2 A. Which places?

3 Q The most easterly point of Pictou Island

4 Seal Point on a line running thence south-east until it
5 strikes the gulf shore at Arisaig Point?

6 A There.

7 Q This may not be very dignified, but that
8 is our chart table for the time being.

9 A. There is an imaginary line there.

10 Q And then we have, "And bounded on the west
11 by a line drawn from Amit Island to Roche Point at the
12 county line."

13 A Amit Island is not on this chart.

14 Q. It is further west?

15 A Yes. That only takes Pictou and Caribou.

16 Q Are you ever called upon to board ships
17 west of Pictou Island?

18 A. No sir

19 Q It is always south of Pictou Island?

20 A. That is right, sir.

21 Q. And you can go anywhere from 2 to 10 miles
22 out?

23 A Yes sir.

24 Q. How do you get along with your fellow
25 pilot?

26 A Very good.

27 Q. I see you don't make -- he doesn't make
28 as much money as you do? Why?

29 A He didn't pilot very often He is working
30 sometimes.



1 Q. Are you paid by the ship?

2 A. That is right

3 Q When you take a ship in who prepares the
4 bills?

5 A. The secretary.

6 Q He looks after all that?

7 A. Yes sir

8 Q But does he pay you every month or ship?

9 A Just according to when I call into the
10 office.

11 Q Oh, I see He waits for you to request
12 your money?

13 A Yes sir.

14 Q. Now, how much notice do you require before
15 you can go out to meet a ship?

16 A. Sometimes you only get an hour or two,
17 and sometimes 24 or 48, and sometimes only an hour.

18 Q Who gives you the notice to go out to the
19 ship?

20 A. The Secretary generally. They get in
21 touch with him.

22 Q Does it happen that people get in touch
23 with you directly?

24 A Generally Irving Oil do

25 Q They have got to know you, I suppose.

26 A Yes. They generally get in touch with me

27 Q Do you look after handling of mooring
28 lines?

29 A Docking a ship?

30 Q Yes?



1 Q. Do you make a charge for that?

2 A. I just tell them where to put them and
3 the wharf crew does that.

4 Q. Your boat is not used for that at all?

5 A No sir.

6 Q Would you use radar coming in here in
7 thick and poor visibility?

8 A No.

9 Q. Would you come in in poor visibility?

10 A. Not too poor you can't, no.

11 Q How poor has it got to be?

12 A It is hard to pick up buoys coming on to
13 the land outside -- inside ones are blocked by land.

14 Q Do you make use of radar in your job as
15 a pilot?

16 A No.

17 Q Why not?

18 A. Never have occasion to, so far.

19 Q To the best of your knowledge do you ben-
20 efit from Unemployment Insurance, that is as a pilot?

21 A. No sir

22 Q. Workmen's Compensation?

23 A No.

24 Q Do you benefit from any group insurance
25 or welfare plan of any kind as a pilot, again?

26 A No sir.

27 Q None at all? Nothing in that respect?

28 A. No.

29 Q Now, tell me frankly do you have to kick
30 back any of your pilotage fees to the masters?



1 A. No sir.

2 Q Has it ever been requested of you?

3 A. No.

4 Q Never?

5 A. No sir.

6 Q Have you ever had any apprentices here
7 since you have been a pilot?

8 A. Yes, two or three.

9 Q Two or three?

10 A Yes sir.

11 Q And what did they do?

12 A They are away now.

13 Q. But when they were apprentices?

14 A Just come in the pilot boat, take me
15 aboard and take me off and sometimes go up river with me.

16 Q On the ship?

17 A. That is right.

18 Q Did that happen very often that they went
19 on the ship with you?

20 A Yes, quite a few times.

21 Q And how long were they apprentices?

22 A Some five or six years or more.

23 Q Would you have personal knowledge of the
24 reason why they left?

25 A They got better jobs some where. Some-
26 thing to do. They were young fellows.

27 Q Now, how do you get along with your
28 fishing and piloting? Do you miss ships sometimes?

29 A No.

30 Q You are always available?



1 A Yes.

2 Q What about if you are out fishing?

3 A I don't fish myself. Just the boat is used
4 and another fellow is fishing two years, in May and June
5 for fishing, and don't use it for anything but piloting
6 the rest.

7 Q You are always here?

8 A That is right.

9 Q. You never go out fishing?

10 A No, I don't fish.

11 Q Thank you very much.

12 COMMISSIONER SMITH: Your Lordship, there
13 are a couple of questions if you please.

14 Your tariff provides for fees of \$2.00 a foot
15 per draught plus 2¢ per ton. This is what it says:

16 "Dues payable for the pilotage of vessel
17 from the harbour to the East River or
18 to the Middle River or vice versa are
19 \$1.00 per foot draught".

20 Now I would like to ask you if the ship comes
21 in and goes right to the Middle River or the East River
22 is that ship charged the \$2.00 plus \$1.00 or just the \$2.00
23 per foot draught and 2¢ per ton?

24 A Plus the \$1.00. That is two different
25 pilotages.

26 COMMISSIONER SMITH: Two different pilotage
27 areas in the same district?

28 THE WITNESS: So I understand.

29 COMMISSIONER SMITH: So that a ship is
30 charged \$2.00 plus \$1.00 to go to the Middle or East River?



1 THE WITNESS: That is right.

2 COMMISSIONER SMITH: Thank you. Now,
3 another question with regard to the trend of shipping here.
4 According to the annual reports I have here the trend
5 seems to be upward. There is more shipping, more business
6 now than the last two or three years past.

7 THE WITNESS: That is right, sir.

8 COMMISSIONER SMITH: Is there some explana-
9 tion for that increase in business locally. I am not
10 talking about world markets, but are there any additional
11 industries here or anything?

12 THE WITNESS: No sir.

13 COMMISSIONER SMITH: It is a question of
14 world markets?

15 THE WITNESS: I imagine so.

16 COMMISSIONER SMITH: Thank you very much.

17 THE CHAIRMAN: Is your port here open the
18 year round?

19 THE WITNESS: No sir.

20 THE CHAIRMAN: It is closed during what
21 period?

22 THE WITNESS: Oh, generally around New
23 Years.

24 THE CHAIRMAN: Till when?

25 THE WITNESS: March, first of March or
26 last of March, depending on the weather. Generally the
27 last of March or first of April before anything starts to
28 move.

29 THE CHAIRMAN: On account of ice?

30 THE WITNESS: That is right, sir.



1 THE CHAIRMAN: I see in the reports here
2 last year there were 25 vessels I suppose you pilot
3 those vessels inward and outward also

4 THE WITNESS: That is right

5 THE CHAIRMAN: So that means 50 jobs?

6 THE WITNESS: Yes, 25 vessels, 50 jobs.

7 THE CHAIRMAN: Now would you have any
8 recommendations to make with regard to the harbour or the
9 pilotage? Would there be anything you think should be
10 done?

11 THE WITNESS: I don't know.

12 THE CHAIRMAN: In the event you think of
13 something that must be done you will let us know.

14 MR. JACQUES: Would you have any comments
15 or anything to say about the administrative setup here for
16 pilotage?

17 THE WITNESS: I think it works very well.

18 MR. JACQUES: Do you have trouble with the
19 Commission?

20 THE WITNESS: No sir.

21 MR. JACQUES: Is there, as far as you are
22 concerned --

23 THE WITNESS: As far as I am concerned I
24 have none.

25 MR. JACQUES: And would you have any re-
26 commendation to make on what ships should be exempt or
27 not. Do you think the North Gaspe should be exempt from
28 pilotage here?

29 THE WITNESS: That is something I don't
30 know, whether she should be or not. They are small boats



1 on regular runs. The Secretary might be able to give you
2 more idea on that.

3 MR. JACQUES: Thank you very much. We
4 don't want to rush you if you want to say something?

5 THE WITNESS: No. Nothing of importance
6 I don't think.

7 MR. JACQUES: Thank you very much.

8 ROLAND FRASER ENGLISH, sworn

9 DIRECT EXAMINATION BY MR. JACQUES:

10 Q. Would you state your full name and age and
11 occupation?

12 A. Roland Fraser English, Manager of Magdalin
13 Island Transportation Company.

14 Q. And also Secretary-Treasurer of the Local
15 Pilotage Commission?

16 A That is right.

17 Q. When were you appointed?

18 A I believe sometime in 1950. I haven't any
19 recollection because all the records prior to 1959 were
20 destroyed by fire which destroyed this waterfront.

21 Q. And the office was on the waterfront?

22 A. Yes.

23 Q. And all records destroyed?

24 A. Yes. This wharf and shed and we had offices
25 in the shed and it was destroyed.

26 Q. Where is your office now?

27 A. At the head of this wharf, temporary
28 building.

29 Q Do you pay any rental for the office?

30



1 A. Speaking of the pilots?

2 Q. Yes?

3 A. No.

4 Q. Given for free?

5 A More or less a sideline I have, it is not
6 a full time job.

7 Q. You are supplying the office?

8 A That is right, sir

9 Q. And you consider as rental the 2% which you
10 get out of the Pilotage Commission, which is not very
11 much?

12 A. Yes.

13 THE CHAIRMAN: I understand from the by-laws
14 it is 5 per cent. It is raised this year?

15 THE WITNESS: Yes.

16 Q. The previous year was 2 per cent. Now sir,
17 before we go through your books would you tell us anything
18 you might know about the development of shipping here in
19 the past few years?

20 A Well, as Mr. Fraser suggested there a while
21 ago, I think he said the foreign ships increased the
22 last year and in future. I think the reason for this was
23 the destruction of the piers in Pictou here. As you know
24 the wharf from here right down to the other side was des-
25 troyed by fire and there was no docking facilities other
26 than this little pier on the other side -- this one pier.

27 Q Pictou Landing?

28 A A little bit, but not too good. With the
29 improved docking facilities in the Port of Pictou it
30 should increase. I don't think it will go any lower



1 because it can't. It is bound to increase, at least we
2 hope so.

3 Q. What commodities do you ship out of here?

4 A It has been a great shipping port for
5 lumber in the past, prior to say 1959. Wood products,
6 pulp and that, which is --. Other than that there isn't
7 too much. We have had this year some steel and we are
8 negotiating now for shipments of salt which we hope the
9 company will get into the Newfoundland market. There is
10 a potential of 5,000 tons this year. There is that and
11 general cargo. I don't think you will find too much,
12 probably bisquits.

13 Q Which commodities would you receive?

14 A. Receive into the Port of Pictou?

15 Q Yes?

16 A. The last few years I don't think we have
17 had anything in the port. A little steel or something,
18 but I know there is one firm now interested in flour.
19 How much that will develop I do not know. I suppose 400
20 tons a trip, something like that, probably once a month.

21 COMMISSIONER SMITH: You mentioned salt
22 and steel. Would that salt shipment be salt mined in
23 Pugwash and railed or trucked over here and shipped from
24 here?

25 THE WITNESS: No sir. By another company
26 in Napan, come in in boxes by C.N.R.

27 COMMISSIONER SMITH: Near Amherst?

28 THE WITNESS: That's right.

29 COMMISSIONER SMITH: Steel from Trenton?

30 THE WITNESS: Cable in Amherst.



1 Q. Rail it here and ship it?

2 A Yes, railed here.

3 Q. What about oil coming in?

4 A. I am sorry, Irving Oil tankers.

5 Q Would the quantity brought in be the same
6 from year to year?

7 A. I would imagine, yes.

8 Q. Now, as regards the pilotage system itself,
9 would you describe the books that you keep and how you keep
10 your accounts and what work you do?

11 A Well, as the ship comes in and the pilot
12 takes her he gets the information, tonnage and so on,
13 from the Captain or Chief Officer and brings it to me. We
14 have a record book here which we keep the tonnage, name
15 of ship, date, registry, depth in feet, pilot boat and
16 so on, moves, any miscellaneous charges. And it shows
17 total fees for the pilot and total fees for the Commission
18 and the name of the pilot and so on.

19 Q And you enter a charge for the pilot
20 boat?

21 A Yes.

22 Q. A charge for moveages?

23 A Yes.

24 Q And what is this?

25 A. Anything extra. It might happen for
26 instance a boat docked at Pictou Landing and no water
27 facilities there and she wanted to come across here to pick
28 up water and wanted the pilot to take them across and
29 look after them. They use his boat to go there.

30 Q And this charge is made through you?



1 A. That is right. He tells me.

2 Q. And you have total amount charged to the
3 ship. Do you have total amount charged to the ship?

4 A That is right. We make invoices for that.

5 Q Have you a copy of the invoice that you
6 make?

7 A. This year I made an invoice, that is a new
8 one.

9 Q This invoice shows name of the ship,
10 registered tonnage, and pilotage inward with pilot boat
11 charge and pilotage outward with pilot boat charge, and
12 moveages and also river pilotage as well. And as Mr.
13 Fraser mentioned you consider river pilotage over and
14 above an inward pilotage?

15 A That is correct.

16 Q In all cases?

17 A Yes sir

18 Q And when the ship leaves Trenton the re-
19 verse would be true?

20 A That is right. Like in or out; out and
21 in.

22 Q Do you have any difficulties in collecting
23 dues?

24 A. Not as yet, no sir. I haven't run across
25 that, no.

26 Q. Do you run into the case of a ship subject
27 to compulsory payment of pilotage dues not taking a pilot?

28 A We do occasionally, yes. For instance,
29 sometimes they come in and won't take a pilot or want to
30 go out and take a pilot. Come in without a pilot and want



1 a pilot out, or vice versa.

2 Q And what types of ships would they have
3 been?

4 A For instance the first of this year we had
5 a tanker, Irving Wood, dock at Pictou Landing And I just
6 forget now, a pilot in and didn't want the pilot to go out

7 Q And in this case do you make a boat charge
8 for outward pilotage?

9 A A half charge.

10 Q Just for inward. Now, last year did that
11 event occur frequently?

12 A It may have been once or twice I doubt
13 if any more than that

14 Q Would that information be shown in your
15 records?

16 A That is not shown here, no.

17 Q You would have to go from memory?

18 A That is right, memory.

19 From our records here I would say no that
20 didn't happen.

21 Q Now sir I would like, would you look through
22 these documents which are copies of the report and tell
23 me whether they are exact or not?

24 A I will have to check my 1962. I would say
25 yes, especially the first three, as I say previous to that
26 I have no record. I believe this is a copy?

27 Q I believe this is a copy

28 A I would say probably right.

29 Q Which has been supplied by the Department
30 of Transport in Ottawa. I would like to file this as



1 Exhibit 326.

2

3 ---EXHIBIT NO. 326: Copies of report supplied by Department
4 of Transport in Ottawa.

4

5 Q Now sir, referring to the 1962 report this
6 form shows, you show on this form the number of vessels
7 as 25 and number of trips as 25. Would you tell me what
8 do you call a trip, inward and outward?

9 A. That's right.

10 Q So in fact there would be 50 trips if
11 you separate inward and outward?

12 A. If you call inward and outward two trips,
13 that is true

14 Q Now again in this report there is mention
15 of bonds in the revenue column at \$2.00. What would that
16 be?

17 A Over the years they had these pilots,
18 the pilots had to, in the old regulations take out a
19 bond They had to be bonded. This just carried on. There
20 is the old regulation.

21 Q. Yes, it is in connection with Section 2,
22 of By-law dated 1st of May, 1940, published in the Canada
23 Gazette on May 11, 1940, and reads as follows:

24 "That a licensed pilot at the time
25 of receiving his license shall give a
26 bond to the Pilotage Authority for his
27 compliance with the harbour and pilot
28 regulations and a faithful performance
29 of his duties as a pilot during the
30 ensuing year himself in the sum of \$80.00



1 and two ~~sureties~~ to the satisfaction of
2 the Pilotage Authority in the sum of \$40.00
3 each. Such bonds shall be renewed each
4 and every year."

5 Did you see any use in having your pilots bonded?

6 A. No.

7 Q To the best of your recollection, did any-
8 one ever have occasion to avail themselves of the privilege
9 of this bond because a pilot had broken a regulation?

10 A No sir, no.

11 Q Never?

12 A. No.

13 COMMISSIONER SMITH: What kind of bonding
14 coverage could you get for such a low sum of money?

15 MR. JACQUES: In the amount of \$80.00, so
16 it wouldn't be very expensive. You can read Section 2.

17 Q. Was that abolished at your request?

18 A. At my request.

19 Q At the Commission's request?

20 A. Apparently so because that was, because it
21 was 1918 or something like that that that was first
22 instigated.

23 Q Now sir, were the dues increased when you
24 adopted your new by-laws in December, 1962?

25 A No sir. Actually those 1962 rates are
26 as in the new schedule. As you probably know, the by-laws
27 have been under negotiation now for two years and I was
28 under the impression last year they would be out in time
29 and just carried on until last year and we charged under
30 the new regulations.



1 Q Under this by-law P C. 1963, 214?

2 A Yes.

3 Q. Last year you did that?

4 A Yes sir.

5 Q. But the year previous to that on what
6 basis?

7 A. 1961 we charged towards the by-laws of
8 1918 or whatever it was, the old by-laws.

9 Q How much of a difference or increase was
10 there?

11 A. It is quite an increase.

12 Q. It ranged from for vessels of under 120
13 tons it was \$4.00 inward and \$2.00 outward; vessels of
14 1,000 tons, \$20 00 inwards and \$15.00 outwards; vessels
15 of more than 1,000 tons paid the rate of 2½ cents per
16 tonnage registered inwards and 2 cents per tonnage regis-
17 tered outwards. The movage fee was \$4.00 That is about
18 it. Was there a boat charge in those days?

19 A. No sir, no boat charge.

20 Q And that was applicable up to 1960
21 inclusive?

22 A 1961.

23 Q 1961 inclusive?

24 A That is right.

25 Q. So the increase in pilotage revenue shown
26 in your reports filed as Exhibit 326 from March, 1959 would
27 be partly due to the increase in the rates and not
28 merely increase in tonnage?

29 A From 1959 to 1961?

30 Q. 1962?



1 A. From 1959 to 1961 it will be on the old
2 rates, increase in tonnage. From 1962 it could be increase
3 in the rates.

4 Q. In the rates. Now, were you in office when
5 Mr. Cormier or Fraser became pilot?

6 A Yes sir.

7 Q You were in office?

8 A Yes sir.

9 Q Could you tell us how you advertised for
10 new pilots or apprentices?

11 A For instance, Mr. Fraser himself was re-
12 commended by the previous pilot. Apparently he was in the
13 boat and Mr. MacDonald and Fraser, I believe, and they
14 were elderly men and shortly after they died I think we
15 were -- we just had one pilot and we were stuck for a
16 pilot and one more to sort of back him up and I forget,
17 somebody wanted a pilot around their dockyard and I think,
18 I forget, I recommended he be taken on as pilot and he
19 went through the regular examination I believe with
20 Captain Campbell as well. No advertisement.

21 Q And no competition?

22 A. No sir.

23 Q And we were told your Commission licensed
24 the previous boat of Mr. Fraser?

25 A That is right.

26 Q Would you have personal knowledge of that?

27 A Yes. That was the first to my knowledge.

28 Q And what was done? What did the Commission
29 do to license that boat?

30 A Well, I think the --. What do you mean, to



1 look at it and see if it was sea worthy?

2 Q Yes?

3 A I think, if I remember correctly, as you
4 know the fishing boat down here you take a look at the cabin
5 and length of it and if it goes outside you know it is
6 pretty well sea worthy. And this was done. It was a sea
7 worthy boat. It has been a fishing boat and therefore if
8 I am correct I think it had the proper life saving jacket
9 and extinguisher on it

10 Q. Do your boats carry pilot flags and
11 lights and so on?

12 A. That I do not know.

13 Q When you licensed that boat, did you check
14 whether she carried any of that equipment?

15 A No, I did not.

16 Q Now there is no, is there any welfare
17 plan which would be available to your pilots here?

18 A Not to my knowledge.

19 Q There is nothing at all in that respect?

20 A No sir.

21 Q We were also told you had apprentices at
22 some time recently; is that correct?

23 A That is what they say.

24 Q. Did the Commission lay down any rules as
25 regards these apprentices and how many trips they should
26 make a year?

27 A No. As you will see in the old regulations
28 there, they -- the pilots -- take them out and serve
29 them time. But, being one or two pilots in the district,
30 as previous to 1962, they were not making enough money



1 hardly, I suppose, to meet expenses and if we took any more
2 pilots on they would actually have nothing. In fact, there
3 was pilots before them left, previous to my time, not
4 enough in it and left and got other jobs and they moved
5 away somewhere else This has been the problem all along,
6 to have enough shipping to keep someone interested in
7 this work.

8 Q To keep them on the job?

9 A Yes

10 Q Since you have had an increase in rate
11 and might have an increase in shipping, do you know if
12 the Commission has made any plans to provide apprentices?

13 A No. We have never had an opportunity
14 yet to go into this.

15 Q Do you foresee that you may have
16 difficulties in getting applicants for the job as a pilot?

17 A Yes, I would.

18 COMMISSIONER SMITH: Do many ships come
19 in here without a pilot?

20 THE WITNESS: No sir.

21 COMMISSIONER SMITH: Most of all them take
22 pilots?

23 THE WITNESS: Those that they call -- that
24 are under 250 which is under the Canada Shipping Act, they
25 are not subject to pilots.

26 COMMISSIONER SMITH: The exempt ships
27 you mean?

28 THE WITNESS: The Canada Shipping Act, I
29 think under 250 you are exempt.

30 COMMISSIONER SMITH: Yes. But I am thinking



1 about ships that are compelled to pay pilotage dues whether
2 they take a pilot or not. Do they always take a pilot?

3 A No, there is the odd one that comes in.

4 COMMISSIONER SMITH: They pay without
5 taking a pilot?

6 THE WITNESS: Yes

7 COMMISSIONER SMITH: Large or small?

8 THE WITNESS: They would be small?

9 COMMISSIONER SMITH: They would be under
10 500 tons?

11 BY MR. JACQUES:

12 Q. Now, the monies derived from pilotage
13 is not divided equally between the pilots. Would you
14 explain how the division is made?

15 A It has been the policy that Mr. Fraser,
16 he is not working, and on more or less full time and there-
17 fore he should get the work. Otherwise, if he doesn't,
18 he will go somewhere else This other chap is working
19 for another company as a rigger there and working 8 hours
20 a day and therefore we feel he is not on call all the time
21 and Mr. Fraser is and therefore Mr. Fraser should have
22 the first opportunity of every ship that is possible. I
23 know he is happy and he understands this arrangement.

24 Q. But would the pilot then receive a total
25 pilotage fee less your five per cent, of course, according
26 to every ship he pilots?

27 A That is right.

28 Q So they don't share in each other's
29 earnings at all?

30 A No, not to my knowledge.



1 Q. So referring to your 1962 report, Pilot
2 Cormier, is stated to have earned \$41.70; is that correct?

3 A That is right.

4 Q That might represent one pilotage?

5 A That is right.

6 Q And all the others would have been done
7 by Mr Fraser?

8 A Yes.

9 Q In fact, Mr. Cormier at 41, I believe he
10 took the ship in or out and Mr. Fraser did the other, what-
11 ever it happened to be.

12 Q Now, what documents or what accounts do
13 you submit to the pilot when you pay him? Do you give him
14 a breakdown of the money he has earned?

15 A After each ship?

16 Q After each ship or every month?

17 A After each ship I usually pay him. Some-
18 times I give him a spare copy of the invoice.

19 Q And that is the only accounts which are
20 kept as a matter of fact?

21 A. Yes.

22 Q And you deduct your five per cent?

23 A That is right.

24 Q Well sir we will write to you on this and
25 ask you to give us last year the date, names and tonnage
26 of all the ships which have taken pilots or paid pilotage
27 dues?

28 A Yes.

29 Q You will be able to provide that?

30 A Yes, I have it right here.



1 Q. Is there any comments which you would like
2 to make on your new by-laws or on the system here?

3 A As I say, we have been into this new by-law
4 I think two years probably and I think it is similar to
5 the other by-laws probably up the coast and down the coast
6 and think if all the by-laws are similar there will be no
7 misunderstanding. I think this by-law should meet our
8 demand.

9 Q Do you have any disciplinary problems with
10 your pilots?

11 A No sir. Mr. Fraser here is availble at
12 all times and he goes at all times. He will take ships
13 anywhere in fact. I have known him to go down to the canal
14 once or twice

15 Q What about the consumption of liquor?

16 A Oh --

17 Q I don't care if he has a beer at home
18 after supper, that is not what I mean. But prior to boarding
19 ships or on the ship would you have any complaints from
20 the master?

21 A I don't see him board ships and I haven't
22 any complaints.

23 Q No complaints from masters. To the best
24 of your knowledge do your two pilots get along well?

25 A To the best of my knowledge, yes.

26 Q They haven't brought any beefs before the
27 Commission?

28 A No.

29 Q Do you regulate their vacation or leaves?

30 A No.



1 MR. JACQUES: I think that is all.

2 COMMISSIONER SMITH: If your lordship pleases,
3 I would like to ask the witness a question.

4 Mr. English, eliminating the question of harbour
5 installations, buoys and lights and all other things, markers
6 and other things in a harbour like this; eliminating all
7 those, have you an opinion on changes that should be
8 made in the pilotage in these various centres. I mean from
9 the compulsory point, from the standpoint of exemptions
10 or any other standpoints. Have you any suggestion or
11 opinions with regard to changes in that connection?

12 For instance, I think I will give you just a
13 bit of a line on my thinking. Do you think compulsory pilot-
14 age would be better than the present system or have you
15 any other views you would like to express in the matter?

16 A Well sir, it is a free country. I don't
17 think anybody, if they want to come in here under their
18 own power, should be made to compel them to take a pilot.
19 That is my feeling.

20 COMMISSIONER SMITH: Don't you think the
21 paramount aspect is safety first.

22 THE WITNESS: That may be sir but I feel if
23 a master of a ship is confident, as he should be, I
24 mean he should be confident naturally or he wouldn't be
25 a master. If he knows there is no danger involved he
26 would either take a pilot or come in -- be confident enough
27 to come in by himself.

28 COMMISSIONER SMITH: A master, unless he
29 is frequently in the harbour, he has no special knowledge
30 of the



1 COMMISSIONER SMITH: A master, unless he
2 is frequently in the harbour, he has no special knowledge
3 of the restricted or dangerous waters in the area. He is
4 a pilot on the high seas, but he is not a competent
5 navigation officer in restricted waters.

6 THE WITNESS: I grant that, but I think you
7 will find that probably in foreign ships and those will
8 probably take a pilot. But the coastal captains around
9 the coast, I think probably he knows.

10 COMMISSIONER SMITH: Somebody that makes
11 frequent visits here?

12 THE WITNESS: Yes.

13 COMMISSIONER SMITH: Thank you very much.

14 THE WITNESS: There is only one other
15 comment I would like to make. In these little ports around
16 I think probably all these little jobs should come under
17 wharfage and harbour master and all these things to do with
18 pilotage should come under one office and have an office
19 in a building somewhere that they can keep their finger
20 on these different things.

21 MR. JACQUES: Coordinate?

22 THE WITNESS: Yes.

23 THE CHAIRMAN: In lieu of the Commission?

24 THE WITNESS: Yes. I mean it is a job
25 I thing -- we are a young country -- I think some day
26 probably it will grow and these little jobs should be co-
27 ordinated in one.

28 MR. JACQUES: But don't you think the idea
29 behind the Commission is to have somebody having in mind
30 the local interests among the three of them?



1 THE WITNESS: That is quite true. But if
2 you could have a man, he could coordinate all three into
3 one, and as it is now a pilot has to check with the harbour
4 master --

5 THE CHAIRMAN: That could be done with the
6 Secretary of the Commission?

7 THE WITNESS: That is quite true. But if
8 a Secretary of a Commission in a port like this, he is
9 more interested, he is doing it more or less for the port
10 itself. It is a business - it should be grown into a
11 business - and therefore I feel that it should be a public
12 servant.

13 I mean a Civil Servant, not a public servant
14 anymore.

15 THE CHAIRMAN: I understand your point.
16 We are very glad to receive your comments on that point.

17 THE WITNESS: That is my feelings.

18 MR. JACQUES: One last question: Do
19 politics interfere in any way with pilotage, choice of
20 commissioners, choice of pilot, here in Pictou?

21 THE WITNESS: Since I have been in, no.

22 Q. No pressure is brought to bear upon you to
23 change pilots?

24 A. No. If they did I would be quite frank.
25 I had to go through politics to get it, but if anybody
26 political interferes with me now I would say take it,
27 because the money involved is not worth it.

28 Q. I see in 1961 you made the tremendous sum
29 of \$32.21.

30 A. That is quite true. Lots of times you feel



1 you are getting disgusted, but as I say, I am in the water-
2 front and interested in shipping.

3 Q. And in 1962 you must have made a lot of
4 money, because you were ashamed to write it down in your
5 report?

6 A. Yes.

7 MR. JACQUES: Thank you very much.

8

9 DUNCAN MACKAY MACPHERSON, sworn

10 DIRECT EXAMINATION BY MR. JACQUES:

11 Q. Will you state your full name and age,
12 please?

13 A. Duncan Mackay Macpherson, 49 years of age.

14 Q. And I believe you are a business man in
15 Pictou?

16 A. Yes.

17 Q. And also Chairman of the Local Pilotage
18 Commission?

19 A. Yes.

20 Q. You have heard the evidence given by one
21 of your pilots and by your Secretary-Treasurer. Is there
22 anything which has been left out? Is there any comment
23 which you wish to make for the Commission?

24 A. The only thing -- one of the factors is
25 that our pilots even down through the ages have been of
26 the old school and are rapidly on the decrease. I could
27 almost say that in fifteen or twenty years time these
28 pilots, available to-day, will probably not want to or
29 not be in a position to do this job and I can't see where
30 any future ones are coming from. There is nobody interested



1 in apprenticeship because there is no remuneration.

2 If there was some form of a subsidy for an
3 apprentice, probably for three or four trips a year on a
4 small remuneration, so he could get used to it. There is
5 lots of materials, but they are not interested in this
6 because the remuneration is not there.

7 MR. JACQUES: After looking at the figures
8 shown in your report I can quite understand that. There is
9 not enough money to keep everybody happy.

10 THE WITNESS: That is one of the things,
11 and the Secretary's reference to consolidation of harbour
12 master and so forth with the pilotage is another thing
13 because he has to get in touch with the harbour master who
14 may be out of town or the wharfinger who may be somewhere
15 else. For \$35.00 a year it involves considerable work
16 for him and I know it is through the fact he is interested
17 in future shipping. His main job is connected with shipping
18 and he is interested in seeing the port progress for
19 various reasons. I think that was a real good suggestion
20 on this part.

21 MR. JACQUES: To centralize the administration
22 connected with the operation?

23 THE WITNESS: Particularly in small ports
24 like this. There is no need for it.

25 Q. Does your Commission meet very often?

26 A. We sa good day once in a while. That is
27 about it. We don't have any reason to have meetings. There
28 is no unusual developments. The Secretary is very well
29 informed and handles everything. I have only had this
30 appointment since late last summer and I am not familiar



1 with what has gone through the past.

2 Q. Do you know if there is a minute book kept
3 of the meetings?

4 A. No minute book of the meetings because we
5 haven't had any since I have been given my appointment.

6 Q. I believe you can tell us something about
7 government insurance of boats here?

8 A. Small boats.

9 Q. Yes. Would you enlighten us on that sub-
10 ject?

11 A. The procedure is handled through the
12 Department of Fisheries.

13 Q. Provincial one?

14 A No, Federal. In the Province of Nova
15 Scotia all Fisheries are Federal. Not like some of the
16 other provinces. The Fisheries Department visited all small
17 boat owners and gave them the opportunity to insure their
18 boats and equipment. It is \$1.00 a hundred. I think 80
19 per cent payment on full loss with depreciation given
20 according to damage.

21 Q. Yes. And does that cover hull and machinery
22 only or does it include public liability?

23 A. No, hull and machinery. No public liability.
24 I don't know in fact of any form of insurance which covers
25 public liability available to the vessels.

26 MR. JACQUES: Thank you very much.

27 COMMISSIONER SMITH: I would like to ask
28 you a question. In connection with the remark you made
29 about, as I understand it, subsidizing pilotage, to make
30 the income attractive enough so that pilotage can continue



1 here with proper and efficient pilotage.

2 Did you have in your mind sort of a guaranteed
3 annual income to pilots? Is that what you think it should
4 be?

5 THE WITNESS: No. I think that would be a
6 very nice gesture. However, what I had in mind, was the
7 fact that not knowing how many calls a pilot will have in
8 the course of a season he might want to take an apprentice
9 who has been recommended by the Commission. We might say
10 to him, we want you to take this apprentice four times this
11 year and during those four trips we will remunerate the
12 apprentice perhaps in the amount of \$10.00 a trip or some-
13 thing like that and accept the pilot's recommendation as
14 to whether he is going to make the grade or not, of
15 course.

16 COMMISSIONER SMITH: That is one way,
17 certainly. Thank you.

18 MR. JACQUES: Thank you very much, sir.

19 THE CHAIRMAN: Gentlemen, we thank you very
20 much. I think we gathered from the evidence here you have
21 a growing organization now, well administered and provided
22 with efficient pilotage services. That is what we gather
23 from the evidence we heard and we are quite satisfied and
24 we thank you very much.

25 If you should find something else that should
26 have been brought to our attention or further recommendations,
27 please do so and write to us. Thank you very much.

28

29 ---EXHIBIT NO. 327: Sample form of invoice used by
30 Pilotage Authority for the District
of Pictou in the collection of dues.

---Whereupon the hearing adjourned at 11.10 A.M.

BINDING SECT.

MAY 2 1972

